

HONG KONG AND SHANGHAI
BANKING CORPORATION.

Authorized Capital \$50,000,000
Paid-Up Capital \$25,000,000
Reserve Funds \$25,000,000
Surplus \$10,000,000
Source of Funds \$100,000,000

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Hong Kong, 1st April, 1930.

THE BANK OF CANTON, LTD.

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Head Office—Hong Kong.

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Paid-Up Capital \$5,000,000
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LOOK POONG SHAN,
Chief Manager.
Hong Kong, 8th April, 1930.

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Subscribed Capital .Fr. 72,000,000.00
Paid-Up Capital .Fr. 36,000,000.00
Reserve Funds .Fr. 102,000,000.00

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A. LECOT,
Manager.

Hong Kong, 1st May, 1929.

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KAN TONG PO,
Chief Manager.

Hong Kong, 8th April, 1930.

COMMERCE & FINANCE

LOCAL SHARES.

Benjamin and Potts' Weekly Report

Messrs. Benjamin & Potts, local share and general brokers, in their weekly share report dated yesterday, state:

Our last report was dated the 25th ultimo, and during the interval which has elapsed, the April Settlement has been satisfactorily concluded. Its liquidation seems to have had the effect of strengthening the market and at the close there is a good general demand for all classes of securities with substantial improvement in prices and a large volume of business has been transacted.

Bank—Hong Kong and Shanghai Banks were realized again at the outset at \$1.415 but close with sellers at \$1.405. The London price is slightly lower and stands at £116.10 (Middle).

Marine and Fire Insurance—Unions have further advanced and after sales made at \$1.45 the market quickly advanced to \$1.47, with a fair number of transactions at intermediate rates. Cantons have registered a rise and are now in demand at \$890. China Fires are still in request at \$355. Hong Kong Fires were placed at \$900. Underwriters were bought at \$1.40.

Shipping—Waterborts have again stiffened and are saleable at \$27 1/4. Steamboats are enquired for at \$26. Douglas Steamships are quiet but steady at \$22 1/4.

Docks, Wharves and Godowns—There has been a strong and sustained enquiry for Kowloon Wharves and a good many shares changed hands up to \$160. China Providents were taken off the market at \$5.15, \$5.25 and \$5.35. Whampoa Docks are on offer at \$93. New Engineering have buyers at \$13. 3/4 and Shanghai Docks at \$13. 1/2.

Lands, Hotels and Buildings—Hong Kong and Shanghai Hotels after having recovered to a buying quotation of \$12.50 have eased off to \$12.70. Hong Kong Lands closed appreciably higher at \$75. Humphreys Estates are to be had at \$14 1/4 after sales at \$14. Realty have advanced to \$9 1/4. Shanghai Lands can be placed at \$12. 2/4.

Public Utilities—Hong Kong Trams have been the medium of a large business and after transactions at \$21.50 have since weakened to \$20 1/2. Hong Kong Electric have shown renewed strength and are now in request at \$74. Star Ferries are firm and have advanced to \$79 1/2. China Lights have improved and have buyers at \$25 1/2 and \$26 1/2 for Old and New shares respectively. Telephones were booked at \$12.80 and \$12.90.

Miscellaneous—Green Island Cements (Combined) stiffened in the early part of the week to \$16 1/2, but subsequently receded to \$16.30. Dairy Farms were placed at the enhanced rate of \$24. Hong Kong Ropes are enquired for at \$8. Bunguets were dealt in at \$6 1/2 and there are more buyers at this rate. Kailans have fallen away to 56 1/3. Watsons fetched \$11. Cotton Mills—Ewos were negotiated again at \$13.35. Shanghai Cottons have buyers at \$13. 7/8 and \$13. 7/8 for the Old and New shares respectively.

Rubbers—The following are the latest cable quotations received from Shanghai:

	Buyers Tls.
Anglo-Java	7.15
Anglo-Dutch	3.75
Batu Anams	0.65
Chemors	1.15
Consolidated	2.45
Kroeweeks	1.80
Repahs	1.05
Tanah Merah	1.05
Tebungs	1.85
Zhangbes	6.00

Exchange—The T.T. rate on London 1/8 and on Shanghai 7 1/2.

Forward Settlement Days—May 27 and June 24.

STEAMER'S MOVEMENTS

The C.P.S. R.M.S. Empress of Canada arrived at Yokohama on May 2 (Fri.) at 8.30 a.m., left Yokohama on May 2 (Fri.) at 2 p.m., and is due at Hong Kong on May 8 (Thurs.) p.m. She leaves Hong Kong for Manila on May 8 (Thurs.) at midnight.

SILK SHIPMENT.

Silk forwarded from Hong Kong by H.M.S. Empress of Russia on April 9 arrived in New York (St. John's Park) on April 20, having been 21 days in transit.

BUSINESS OPPORTUNITY.

CLASSIFIED—Advertisements set-up in this style and inserted in "The Hong Kong Sunday Herald" are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone 24641.

TENDERS ACCEPTED.

The current issue of the Gazette announces that the following tenders have been accepted:

Messrs. Chong Tai & Co. for Kowloon Quarry No. 8 at the annual rental of \$950.

Mr. Cheung Yat-fai for Kowloon Quarry No. 9 at the annual rental of \$860.

Mr. Leung Kee for Kowloon Quarry No. 10 at the annual rental of \$1,250.

Messrs. Chung Lee & Co. \$8,802.40, for road widening at Causeway Bay.

Messrs. Lee Hing Motor Transport Co., Ltd., for the supply of Akalka No. 1 Lump Coal, at the rate of \$14.50 per ton to the Kowloon Canton Railway for one year from June 1.

Mr. Ho Nang for the rebuilding of 4 railway carriages at \$2,300 each.

EXCHANGES

YESTERDAY'S QUOTATIONS

On London—
Bank, wire 1/8
Bank, on demand 1/8 1/16
Bank, 30 days' sight 1/8 1/16
Bank, 4 months' sight 1/8 3/16
Credits, 4 months' sight 1/7
Documentary, 4 months' sight 1/7 1/2
On Paris—
On demand 93 1/2
Credits, 4 months' sight 100 1/2
On Berlin—
On demand 36 1/2
Credits, 60 days' sight 38 1/4
On Bombay—
On demand 101
On Calcutta—
On demand 101
On Singapore—
On demand 64 1/2
On Manila—
On demand 73 1/2
On Shanghai—
On demand 78 1/2
30 day's sight (private paper)
On Yokohama—
On demand 73 1/2

HONG KONG STOCK EXCHANGE

HIGHEST AND LOWEST QUOTATIONS

DURING MARCH, 1930.
(Figures from Ellis & Edgar Monthly-booklet)

	Sales	Buyers	Sellers	Nominal
Hong Kong Bank	100-1350	1400-1345	1385-1370	1382 1/2
Bank of East Asia	780-775	800-760	780-760	780
Canton Insurance	420-385	420-382	420-382	420
Union Insurance	110-120	110-120	110-120	110
China Underwriters	110-120	110-120	110-120	110
China Fire Insurance	905-880	905-880	905-880	905
H.K. Fire Insurance	915-895	915-895	915-895	915
Douglases	23 1/2	23 1/2	23 1/2	23 1/2
H.K. Steamboats	27 1/2-28	27 1/2-28	27 1/2-28	27 1/2
Indo-China (Pref.)	60	60	60	60
do. (Def.)	60	60	60	60
Union Waterborts	24 1/2	24 1/2	24 1/2	24 1/2
H.K. & K. Wharves	163 1/2-162	162 1/2-161	162 1/2-161	162 1/2
H.K. & W. Docks	640-5	640-5	640-5	640
H.K. & S. Hotels	13 1/2-12 1/2	13 1/2-12 1/2	13 1/2-12 1/2	13 1/2
H.K. Lands	74-64	74-64	74-64	74
Humphreys	330-8 1/2	330-8 1/2	330-8 1/2	330
H.K. Realities	3-20	3-20	3-20	3
H.K. Tramways	20 1/2-19 1/2	20 1/2-19 1/2	20 1/2-19 1/2	20 1/2
Peak Trams (Old)	20 1/2-19 1/2	20 1/2-19 1/2	20 1/2-19 1/2	20 1/2
do. (New)	20 1/2-19 1/2	20 1/2-19 1/2	20 1/2-19 1/2	20 1/2
Star Ferries	39 1/2-40	71 1/2-60 1/2	67 1/2-67	67 1/2
China Lights	22 1/2-20 1/2	23 1/2-20 1/2	20 1/2-20 1/2	20 1/2
do. (\$1 paid)	17 1/2-14 1/2	16 1/2-14 1/2	16 1/2-14 1/2	16 1/2
H.K. Electric	60 1/2-60	73 1/2-60	67-60 1/2	67 1/2
Telephones	13-10 1/2	13 1/2-10 1/2	13 1/2-10 1/2	13 1/2
Canton Ice	15 1/2-14 1/2	15 1/2-14 1/2	15 1/2-14 1/2	15 1/2
Cements (Combined)	10-14 1/2	10-14 1/2	10-14 1/2	10
do. (Old)	10 1/2-10 1/2	10 1/2-10 1/2	10 1/2-10 1/2	10 1/2
do. (New)	14 1/2-14 1/2	14 1/2-14 1/2	14 1/2-14 1/2	14 1/2
H.K. Ropes	7 1/2-6	7 1/2-6	7 1/2-6	7 1/2
Dairy Farm	22 1/2-22	21 1/2-20 1/2	21 1/2-20 1/2	21 1/2
Watsons	11 1/2-11 1/2	11 1/2-11 1/2	11 1/2-11 1/2	11 1/2
Lane, Crawford	2 1/2-2 1/2	2 1/2-2 1/2	2 1/2-2 1/2	2 1/2
Wm. Powells	2 1/2-2 1/2	2 1/2-2 1/2	2 1/2-2 1/2	2 1/2
H.K. Amusements	20	20	20	20
H.K. Constructions	10 1/2-10 1/2	10 1/2-10 1/2	10 1/2-10 1/2	10 1/2
Rauhs	10 1/2-10 1/2	10 1/2-10 1/2	10 1/2-10 1/2	10 1/2
Ewo Cottons	18 1/2-18 1/2	18 1/2-18 1/2	18 1/2-18 1/2	18 1/2
Shanghai Cotton (Old)	83	83	83	83
do. (New)	82-78	82-78	82-78	82
Langkate	8-7 1/2	8-7 1/2	8-7 1/2	8
New Engineering	180-125	180-125	180-125	180
Shanghai Docks	180-125	180-125	180-125	180

Exchange (T.T.): London 1/8 1/2-1/10; Shanghai 80 1/2-77 1/2.

COMPANY REPORT.

Canton Insurance Office.

FINAL DIVIDEND.

The report of the General Agents (Messrs. Jardine, Matheson and Co.), for presentation to the shareholders at the 49th ordinary meeting to be held at the offices of the company on Friday, May 16, at noon, states:

The General Agents and Consulting Committee have pleasure in submitting a statement of the accounts of the office, made up to December 31, 1929, in sterling and Hong Kong currency.

1929 Account.—After payment of an interim dividend of \$18 per share on May 23, 1929, this account shows a surplus of \$746,019.40, and it is recommended that this sum be appropriated as follows:

To pay a final dividend of \$27 per share \$270,000.00
To add to Underwriting Suspense Account to close the year 1929 476,019.40

\$746,019.40

1929 Account.—The amount standing at credit of the account is \$1,912,581.53. Out of this sum, it is further recommended that an interim dividend of \$18 per share be paid, absorbing \$180,000, the balance of \$1,732,581.53 being carried forward.

Consulting Committee.—Mr. A. S. Gubbay resigned his seat on account of his departure from the Colony.

Sir Robert Ho Tung, Messrs. A. H. Compton, L. Dunbar, Henry Humphreys, T. E. Pearce and A. H. White retire, but being eligible, offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Lowe, Bingham and Matthews and Percy Smith, Seth and Fleming who, being eligible, offer themselves for re-election.

Gold Leaf, 100 fine (per tael)
Sovereigns (Bank's buying rate) 12.84
Silver (per oz.) 19 1/2
Bar Silver in Hong Kong 1/4 prem.
Copper Cash Nominal
Copper Cents 3% prem.
Rate of Native Interest 5% p.a.
Chinese Sub. Coin 2 1/2% p.a.
Hong Kong Sub. Coin 1/4% p.a.

POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS

From SUNDAY, MAY 4.
Japan Hakata Maru
Manila President Madison
U.S.A. (San Francisco April 11) Honolulu, Japan, Shanghai & Europe via Siberia (London April 15) President Pierce
Japan Melbourne Maru
U.S.A. (San Francisco, Apr. 11), Honolulu, Japan and Shanghai President Pierce
TUESDAY, MAY 5.
Japan & Shanghai Angara
U.S.A. (San Francisco, Apr. 10), Honolulu, Japan and Shanghai Taiyo Maru
WEDNESDAY, MAY 6.
Calcutta and Straits Yuensang
FRIDAY, MAY 8.
Europe via Suez (Lotters & Papers, London, April 10 and Parcels April 3) Khiva
Canada (Vancouver, B.C. Apr. 17), U.S.A., Honolulu, Japan and Shanghai Empress of Canada
TUESDAY, MAY 13.
Australia and Manila Tai Ping

OUTWARD MAILS

For SUNDAY, MAY 4.
Shanghai and Dalny Saarbrücken 9 a.m.
Swatow, Amoy and Formosa Hozan Maru 9 a.m.
Swatow and Bangkok Kwangchow 9 a.m.
Japan Sumatra Maru 9 a.m.
MONDAY, MAY 5.
Medan & Calcutta Forthbank 10.30 a.m.
Straits and Calcutta Seattle Maru 2.30 p.m.
Straits, East Africa via Mombasa, Lourenco Marques, South Africa and "South American Ports" Hakata Maru 3.30 p.m.
Swatow Hydrangon 3 p.m.
Fochow Luchow 3.30 p.m.
Manila, Australia & New Zealand via Brisbane Melbourne Maru (Due Brisbane, May 19.)
Registration May 5, 4.15 p.m.
Letters 5 p.m.

Japan, Honolulu, Canada, U.S.A., C. & S. America and "Europe" via San Francisco President Madison (Due San Francisco, May 28.)
Parcels May 5, 3 p.m.
Registration 4.15 p.m.
Letters 5 p.m.

Shanghai and "Europe" via Siberia President Madison
Registration May 5, 5 p.m.
Letters 6 p.m.

TUESDAY, MAY 6.
Fochow and Wei-Hai-Wei via Swatow Huchow 9.30 a.m.
Java via Batavia Tilleboel 10.30 a.m.
Fort Bayard, Holhow, Pakhol and Halphong Tonkin 12.30 p.m.

Saigon, "Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles" Angara (Due Marseilles, June 7.)

K.P.O. Registration May 6, 1 p.m.
Letters 1 p.m.
Saigon Pong Tong 2.30 p.m.
Saigon Tai Fook Sing 4.30 p.m.
Manila President Pierce 4.30 p.m.

WEDNESDAY, MAY 7.
Amoy Tai Yuan 3.30 p.m.
Swatow Yat Shing 8.30 a.m.

THURSDAY, MAY 8.
Straits and Calcutta Kutsang
Parcels May 8, Noon.
Letters 1 p.m.
Empress of Canada 3.30 p.m.

FRIDAY, MAY 9.
Straits and Calcutta Kutsang
Parcels May 9, Noon.
Letters 1 p.m.
Haiching 1 p.m.

Swatow, Amoy and Fochow Kutsang

HONG KONG, CANTON AND MACAO STEAMERS

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Sailings from Macao: Daily at 8 a.m. & 2 p.m. (Sundays Excepted.)

EXCURSION TO MACAO.

SUNDAY, 4th May.

S. S. "SUI TAI"

Will depart from Company's Wing Lok Street Wharf at 9 a.m.

and from Macao at 4.00 p.m.

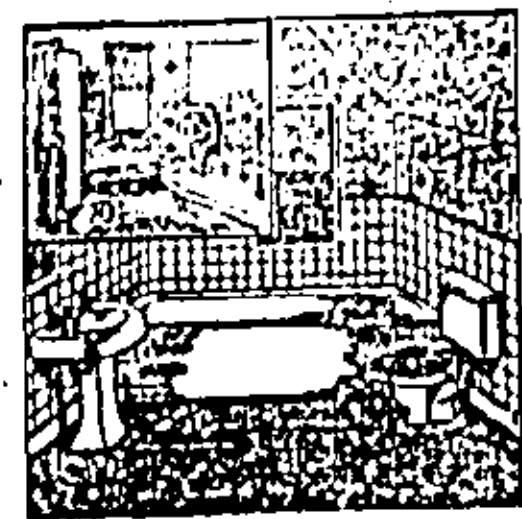
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RUGBY FOOTBALL

Army v. French Army.
In their annual match, which was played at the Stade de Colombes, Paris, on March 30, the British Army beat the French Army by one goal (5 points) to nothing. There was no scoring in the first half, the sides being fairly evenly matched. The Frenchmen had the better of the set scrummages, but the swift, clean passing of the British out-rides counterbalanced this. The defence on both sides was quite equal to the occasion. In the second half the superior stamina of the British team began to tell, but even so it looked as though the match would end without a score on either side. Five minutes before the end Novis secured the ball after a fine bout of passing and touched down between the posts. Nott converted the try and the game ended without further incident. The teams were:—

French Army.—Magnol (Stade Toulousain), back; Samatan (Agen), S. Bouehot (Stade Francais), Petrisan (Av. Bayonnais), and Finat (C.A.S.G.), three-quarter backs; Lucia (Montauban) and Heilles (L.O.E.C.), half-backs; Charles (Av. Bayonnais), Branca (Stade Toulousain), Bonamy (S.A. Bordelais), Monnet, Rodriguez (S.A. Bordelais), and Bousquet (T.O.E.C.), forwards.
British Army.—Mr. E. W. F. de V. Hunt (R.A.), back; Mr. G. Peddie (R.A.), Mr. A. L. Novis (2nd Leicesters R.), Mr. J. A. M. Rice-Evans (R. Welch Fus.), and Mr. J. W. Wainwright (R.A.), three-quarter backs; Mr. J. R. Cole (2nd Royal R.) and Mr. C. C. McCreight (R.A.), half-backs; Corpl. C. Townend (1st Duke of Wellington's R.), Mr. H. H. S. Withers (R.E.), Mr. H. Rew (5th R. Tank Corps), Capt. C. H. B. Rodham, M.C. (18th R. Garriwal Rifles), Mr. R. G. S. Hobbs (R.A.), Mr. D. H. Nott (2nd Worcester R.), Mr. K. J. McIntyre (5th R. Tank Corps), and Mr. K. M. Wright (R.A.), forwards.

CRICKET.

"Aussies" Out to Win.
The Australian Board of Control have stated that they are against the touring cricketers being asked to play with the larger wicket. That they should do so is not in the least surprising. They are out to win "The Ashes," and they are not un mindful of the fact that our players have had a season's experience of the thicker stumps. The Australian players have not had that experience.

It was only to be expected that Australia would desire the conditions to be normal. Possibly, after the last Test match the tourists will be willing to take part in the experiment, for there will be several fixtures remaining. The suggestion has been made that England will be handicapped in the Test matches because of the using of two wickets during the season. There may be something in that, though there is a danger of exaggeration in this direction.

TENNIS

The Davis Cup Contest.

It was a serious blow to Britain's chances when Austin lost the first match in the Davis Cup encounter with Germany on April 24, for in consequence of his victory over Borotra in London a little while ago, together with the excellent form he has been showing on the Continent, one had hoped that the former Cambridge Captain had progressed to membership of the company of the best half-dozen players in the world. His defeat at the hands of Dr. Heinz Landmann—who incidentally can claim victory over Vincent Richards when the two met in an international match between Germany and America four years ago—necessitates a revision of that opinion, and with H. G. N. Lee having lost his match against Prehn, Germany, in spite of the blow sustained by the death of Moldenhauer during the winter, appeared at one stage to be on the high road to the second round—at Britain's expense, repeating the success they achieved in the semi-final of the European zone last season. Subsequent results favoured Britain and Germany was ousted from the contest.

RACING

Easter Hero and Gregalach.
Developments in connection with Easter Hero and Gregalach must have supplied Mr. Edgar Wallace with sufficient materials for at least ten "thrillers." Easter Hero's sudden recovery from the injury received while competing in the Cheltenham Gold Cup can only be described as miraculous. One day we were told that the period of recovery would necessarily be prolonged; a couple of days later we were informed that the violet ray treatment had performed the seemingly impossible, and Easter Hero was fit as many proverbial fiddles all rolled into one. In the meantime it was announced that Tommy Cullinan had arranged to ride Shaun Gollin at Aintree, and Sir Lindsay had become the hope of the Anthony stable. Thus Easter Hero was again written up as unbeatable and made a definite first favourite until the Monday before the race when another bomb was dropped. The Hero went lame again and, fortunately on this occasion he was scratched without further ado. Thereon, his stable companion, Sir Lindsay, became "the goods."

Then what are we to think about Gregalach? He jumped in wretched fashion at Hurst Park, finishing a long way behind all his rivals. This was surprise No. 1. Next, he was not allowed to return to his trainer's place at Newmarket. This was surprise No. 2 for Ted Leader in particular, and for the racing public in general. Gregalach walked away from the course at Hurst Park seemingly sound, and he was sent to Waldron's establishment at Wantage where he is guarded by police. He has been examined by Professor Slocock who found "the horse in normal condition, sound and healthy." This means that the splint from which he was suffering recently has not done him any harm, and it throws no light on his indifferent display at Hurst Park. Immediately after that race Leader, when discussing with Mr. Gemmell the fall from grace of Gregalach could only suggest that the horse "might have been got at." Leader was palpably surprised at the debacle.

Army Point-to-Point Steeplechases.
The Army Point-to-Point Steeplechases were held at Great Brixton on March 25. The results were as follows:—
Prince of Wales's Cup.—Mr. G. S. Poole's (14th/20th Hussars), Blue Smoke (Owner). Won by two lengths. Earl Beatty's Cup.—Capt. J. C. Campbell's (R.H.A.) Tally Ho (Owner). Won by half a length. Earl Haig's Cup.—Mr. J. S. Streeter's (Queen's Bays) The Hoot (Owner). Won by a head. Earl of Cavan's Cup.—Mr. C. D. Blackett's (Queen's Bays) Maurice (Owner). Won by a distance. Infantry Officers' Steeplechase.—Mr. W. J. Anstruther-Gray's (Coldstream (Gds.) Mistletoe Bough II (Owner). Won by three lengths.

Royal Army Service Corps Meeting.
The Royal Army Service Corps Point-to-Point Meeting was held at Shipton Bollinger on March 26. The results were as follows:—
R.A. Subalterns' Cup.—Mr. G. P. Dumphrie's Kerfield Surprise (Owner). R.A.S.C. Challenge Cup (Light-weight).—Brig. Gen. J. C. Browne's Clonmel (Mr. A. F. Somerset). R.E. and R. Signals (Bulford) Combined Light-weight Race.—Mr. T. Wright's (R.E.) Wilhelmina (Owner). R.A.S.C. Heavy-weight Cup.—Major E. S. Hacker's Lorna Doone (Major P. A. Arden). Nomination Race.—Major P. A. Arden's Kingsley (Owner). R.A.S.C. Subalterns' Cup.—Mr. C. V. Ferry's Biddy (Owner).

BILLIARD

Willie Smith's Decision.

Will Willie Smith stick to his decision to retire from first-class billiards? He seems very determined on the point at the moment, save that he fully intends to complete his contrasts. One will be sorry if the Darlington player does drop out, for though Walter Lindrum has given him some terrible beatings, there is no other player who can do so. It is regrettable that the match arrangements for this winter were not more elastic to enable Lindrum and McConachy to have more matches with Davis and Newman. If one could get behind the scenes we should probably find that the present under-current against Smith and next season's plans began with the dissatisfaction of the other professionals at Smith having the cream of the fixtures with the tourists. Whatever Smith does, it can at

BOXING

I.S.B.A. Championships.
The Imperial Services' Boxing Association Championships were decided at the Stadium Club, High Holborn, on March 27. This year's results have been very different from last year, when the Army won 10 out of the 14 events. This year the Army won five of the contests, but it is only fair to say that it might well have won six had Mr. H. C. D. Huxham, 2nd Bn. The Royal Regiment, been able to defend his title in the Officers' Light-weights. This is the second year in succession that Mr. Huxham, who is one of the Army's most outstanding boxers, has been prevented by indisposition from competing. In the other ranks contests the Army was probably robbed of two other titles through the absence of Sergt. Wigmore, The Royal Scots, and Lce.-Corpl. Bennett, 2nd Bn. The East Lancashire Regiment. The Royal Navy and Royal Marines also won five contests, the other four falling to the Royal Air Force. The results were as follows:—

Officers.
Feather-weight.—Final Round.—Mr. D. Taunton (2nd Northamptonshire R.) (holder) beat Mr. H. Purcell (R.A.F.) on points.
Light-weight.—Final Round.—Mr. R. M. Nibbleson (R.A.F., Netheravon) walked over; Mr. H. C. Huxham (2nd Royal R.) unable to box.
Welter-weight.—Preliminary Round.—Mr. J. McCully (1st Royal Sussex R.) beat Mr. A. Abbott (R.A.F.) on points. Final Round.—McCully beat Mr. W. Moffatt (R.N.) in the first round.
Middle-weight.—Preliminary Round.—Mr. J. Dalrymple (1st Duke of Wellington's R.) beat Mr. R. Bradshaw (R.M., Deal) on points. Final Round.—Mr. McLean (R.A.F., Henlow) beat Dalrymple on points.
Light Heavy-weight.—Preliminary Round.—Lord M. A. Douglas-Hamilton (R.A.F., Upavon) beat Mr. P. G. Davis (2nd R. Tank Corps) on points. Final Round.—Mr. R. Formby (R.M., Deal) beat Douglas-Hamilton on points.
Heavy-weight.—Preliminary Round.—Lieut. E. Gregson (R.N., H.M.S. Iron Duke) beat Mr. Williams (R.A.F.) on points. Final Round.—Gregson beat Mr. C. K. T. Faithfull (1st Duke of Wellington's R.) in the first round.

Other Ranks.
Fly-weight.—Preliminary Round.—Officer Steward Saxton (R.N.) beat A. A. Hobbs (R.A.F.) on points. Final Round.—Sergt. Instr. Haslam (Army) (holder) beat Saxton in the first round.
Bantam-weight.—Preliminary Round.—A. C. Johnson (R.A.F., W.O., Bandman Jones (Army) unable to make the weight. Final Round.—Johnson beat Stoker Sullivan (R.N.) on points.
Feather-weight.—Preliminary Round.—Sergt. Davison (R.A.F.) beat Stoker MacCormack (R.N.) on points. Final Round.—Corpl. Jones (Army) beat Davison on points.

Light-weight.—Preliminary Round.—A. C. Herlhy (R.A.F.) beat Ldg. Smn. Jenkins (R.N.) on points. Final Round.—Herlhy beat Drummer Quilter (Army) on points.
Welter-weight.—Preliminary Round.—A. B. Warnes (R.N.) beat Pto. Barr (Army) on points. Final Round.—Warnes beat Sergt. Harper (R.A.F.) on points.
Middle-weight.—Preliminary Round.—A. B. Dyer (R.N.) beat Trooper Benjamin (Army), who was disqualified for continued boring with the head. Final Round.—Dyer beat A. C. Clapp (R.A.F.) (holder) in the second round.

Light Heavy-weight.—Preliminary Round.—Lce.-Corpl. Kennedy (Army) (holder) beat A. C. Watt (R.A.F.) in the second round. Final Round.—A. B. Scudder (R.N.) beat Kennedy on points.
Heavy-weight.—Preliminary Round.—Sgt. Stuart (Army) (holder) beat L. A. C. Jones (R.A.F.) in the first round. Final Round.—Stuart beat A. B. Judge (R.N.) on points.

ways be said that he always tried to play all round billiards and prevent it from becoming monotonous to spectators. And every one must acknowledge that some years ago he encouraged Joe Davis, the Champion, in every possible way. He gave him match after match, on handicap terms, giving 5,000 or 7,000 points start, and reducing the start as Davis improved.

The writer has more than once expressed sincere admiration of Walter Lindrum's greatness, but it is undeniable that even pretty runs of nursery cannons can become monotonous when contributed excessively.

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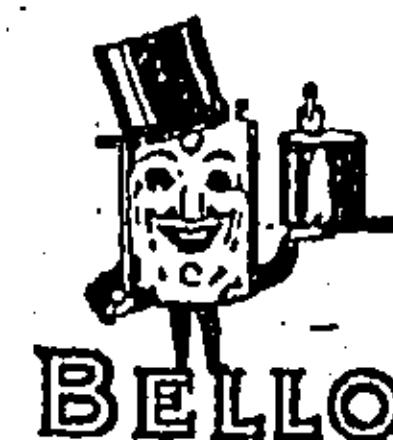
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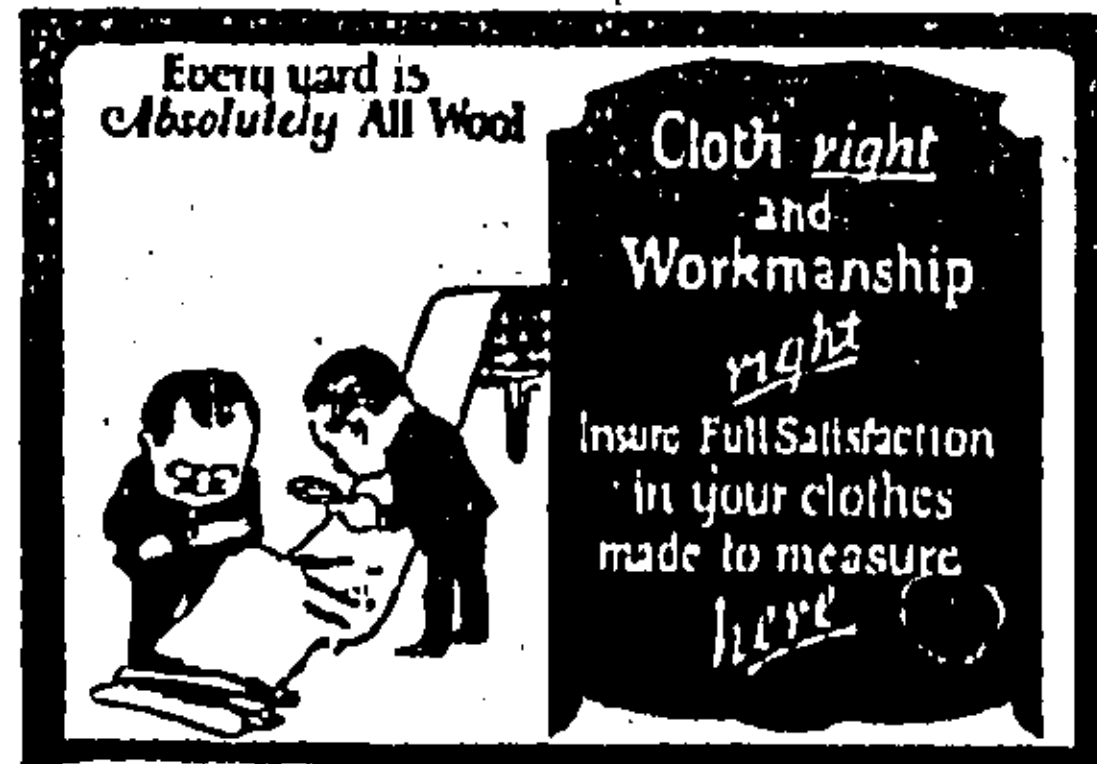
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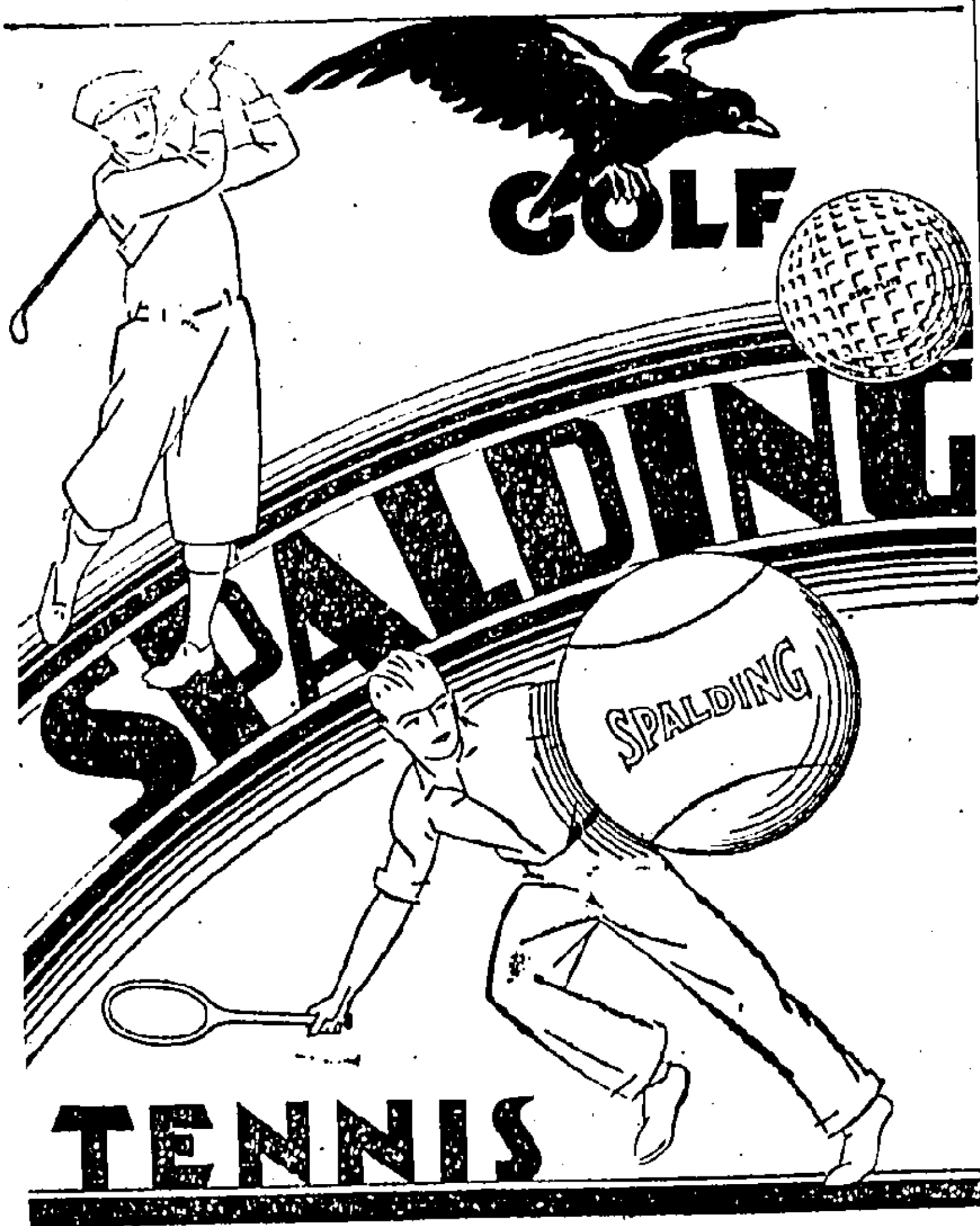
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AIM OF EDUCATION.

Sacred Heart English College Sports.

HEAD MASTER'S ADVICE.

That education which aims merely at the production of proficient students is not enough, and that there is something beyond that—a perfect "all-roundness" which fits a student for life—was emphasised by Mr. J. S. Shak, Head Master and founder of the Sacred Heart English College, which held its sixth annual sports meeting at the Kowloon Football Club ground yesterday, in cloudy, drizzly weather.

There were 39 events on the programme and much good sport and some exciting finishes were witnessed by a large gathering, which included officials and members of the K.F.C.

The Hon. Mr. J. P. Braga, who later distributed the prizes, Dr. M. O. Pfister, and Mr. T. F. Bradford were interested spectators.

Excellent arrangements for catering were made and the College group of Boy Scouts assisted in "keeping order."

Open Half Mile.

The half mile race (open to the Colony) drew a very representative number of runners. Just as the race began it rained heavily. In spite of this the runners continued, and T. J. Hemsley, of the Hong Kong Police Training School, proved an easy winner, with C. M. Silva, of the Club de Recreio, second.

Tea was served during the afternoon. Special thanks were accorded by the Hon. Mr. Braga to Mr. J. S. Shak, Secretary of the Kowloon F.C., who worked in his shirt sleeves in the morning sawing bamboo pegs, so that the ground might be prepared for a good day's sport.

The prizes comprised many handsome silver challenge cups. Members of the St. John Ambulance Brigade were also present and gave assistance to the runners.

Head Master's Address.
Prior to the distribution of prizes, Mr. J. S. Shak, Head Master said:

Before I call on our President of the 6th annual athletic sports to make his address I would like to thank you all for honouring us with your presence this afternoon, and to take this opportunity to mention a few activities of our college.

As the proverb says that "all work and no play makes Jack a dull boy," so it has always been our aim and object that besides training our boys in the use of books, we have paid much attention to their physical culture. All kinds of games are encouraged, especially outdoor games which are of special importance to Chinese boys of the present generation. However, such games are by no means allowed to usurp the place of learning in the school curriculum. We are also much indebted to the Government for granting us the use of the piece of land opposite to our school as a play-ground on which our boys recreate themselves after their school work.

As to the moral and civic discipline of school life, we attach much importance to religious instruction, being aware that by it the moral standard could be raised. Another attempt we make to cultivate good manners in our students is to make them behave well in school as well as at home. Should any student behave badly he is subject to severe punishment. However, we could not achieve much success in this unless we have the parents' co-operation.

We also realise that education which aims merely at the production of proficient students is not enough. There is something beyond this. A student should be made a perfect and all-round man fit for any kind of work. With this object in view, we give our students not only an intellectual education but also a moral as well as a physical one.

To attain this plan is made whenever opportunity offers, and social functions are held about twice a year.

In conclusion I beg to say that there are satisfactory results in the school work and the attendance is good throughout the year.

Before I resume my seat I sincerely thank the Kowloon Football Club, the Ambulance Mongkok Division and the Scouts of South China for their kind help and co-operation to which this function owes its success.

Mr. Braga's Address.

Rising to reply, the Hon. Mr. J. P. Braga, J.P., addressed the gathering and said:

"When we met on these beautiful grounds for a similar function last year, the clerk of the weather was not too kind to us. The sky was

cloudy and overcast and there was intermittent drizzle. To-day we most under almost identical weather conditions, but, I feel sure, the gathering will agree with me that they do not detract from the enjoyment of the afternoon's excellent sport. For this we are very largely indebted to the Head Master of the Sacred Heart English College, Mr. Shak, and his energetic Sports Committee, assisted as they have been by the kind Chinese ladies who have helped to make this afternoon's meeting such a conspicuous success. In large measure the Committee of the Kowloon Football Club, whose popular President, Mr. T. F. Bradford, is present among us, has helped the staff of the college in a very material way. If they had not placed their beautiful grounds at the disposal of the Sports Committee, I am afraid the Committee would have been very hard put to it to find an equally good ground for holding their Annual Sports. I have been asked to say that the guests of the College and the spectators in general would like to thank the President of the Kowloon Football Club and his Committee for the loan of these grounds to-day to the boys of the Sacred Heart College.

Ideal of Education.

When Mr. Shak saw me the other day and kindly invited me for the part which I am acting in connection with these Sports this afternoon, I asked him to let me know just what he desired me to say on the present occasion. From the notes he has kindly sent me I see that he has emphasised the point that, as far as his College is concerned, education which aims merely at the production of proficient students is not enough. There is something beyond this, he says. His ideal is that a student should be made a perfect and an all-round man, fit for any kind of work. With this object in view his school gives its students not only an intellectual education, but also a moral as well as a physical one. That his aims are not idealistic alone, the performance of the contestants in the various events on the long programme of running and jumping that we have followed with so much interest to-day goes to prove. I am glad, therefore, to be in a position to congratulate Mr. Shak and his staff on the signal success which has attended his efforts in providing a physical education for his students side by side with the intellectual training of the youths under his charge.

Perfect Manners.

He has mentioned also the importance to which he attaches in the moral and civic discipline of school life, associated with which he includes religious instruction, by which he hopes to raise the moral standard of his school. It has been his endeavour to cultivate good manners in his students and it goes without saying that the performance of the boys of the Sacred Heart College is such that Mr. Shak can congratulate himself that the standard he has set himself to attain, though high, has certainly been achieved.

I have a perfect recollection of the few suggestions I made when speaking at the Sports Prize-giving on these grounds last year. There were then sporadic demonstrations in the Colony of un-sportsmanlike temper in certain exhibition games by spectators who were influenced by the success or failure of one team against the other. It is very gratifying, indeed, for me to be able to comment on the fact that the past year has been conspicuous by the absence of the serious complaint in the public playing fields of the Colony. The true sporting instinct and the spirit of give and take have been a feature of the sports meetings in Hong Kong. In this respect boys of the Sacred Heart College have every reason to be proud that their behaviour in school and at play is such as to command general admiration.

It is very gratifying to learn that the Government, ever mindful of the benefits arising from the encouragement to sport and outdoor games, has granted the College the use of a piece of land opposite the School for a play-ground. And I am happy to be told that the boys are making full use of the advantage thus placed within their reach when their school work is over for the day.

Playing Committee.

When the recommendations of the Playing Fields Committee are carried out—as we all hope they will be put into effect soon—greater provision for football grounds and cricket pitches will be found that should further stimulate the interest so widely and happily shown by Chinese students in these increasingly popular games.

I have again to express thanks for myself and the guests of the Sacred Heart College for the very pleasant afternoon we have spent and also to tender our best wishes for the continued success of the College at work and in play.

Results.

Long Jump (Junior).—1st, Chan Cheong-yuet; 2nd, Yee Man-kit; Length: 16 ft. 1 in.

Long Jump Senior (Champion).—1st, Ip Koon-ning; 2nd, Lee Chung-wing; Length: 17 ft. 4 1/2 ins.

High Jump (Junior).—1st, Chan Cheong-yuet; 2nd, Lai Sze-kit.

High Jump Senior (Champion).—1st, Lee Chung-wing; 2nd, Chan Chui-hing.

100 Yards Flat Race Junior (Handicap).—1st, Law Tat-man; 2nd, Kui Man-hun.

120 Yards Flat Race Senior (Champion) challenge cup presented by Mr. Li Wah-hing to be won 3 years in succession. 1929 won by Mr. Lam Ho-yin;—1st, Ip Koon-ning; 2nd, Tsang Leung.

Small Boys' Race 50 Yards (Handicap).—1st, Ho Shu-min; 2nd, Chan Chui-hing.

220 Yards Junior challenge cup presented by Mr. Leong Tuen Shueing, to be won 3 years in succession. 1929 won by Mr. Leung Shu-man. 1st, Ku Moon-bun; 2nd, Tong Kwong-ming; 3rd, Kong Wai-ming.

220 Yards Senior (Champion) challenge cup presented by The Sincere Co. to be won 2 years in succession. 1929 won by Mr. Ip Koon-ning. 1st, Ip Koon-ning; 2nd, Cheung Ping-lam.

Small Boys' Race: 100 Yards (Handicap).—1st, Lo Fat-tack; 2nd, Lam Yin-wah.

Arithmetic Race: 50 Yards (Senior and Junior Handicap).—1st, Lee Kwok-leung; 2nd, Lee Chong-yu; 3rd, Sham Kun-ho.

Staff Race: 120 Yards (Handicap).—1st, Tsang Koon-cook; 2nd, A. Shak; 3rd, Wong Shun-tak.

400 Yards Junior (Handicap).—1st, Tong Kwong-ming; 2nd, Ku Moon-bun; 3rd, Frank Wong.

440 Yards Senior (Champion) challenge cup presented by Mr. R. A. Razack, to be won 3 years in succession or 5 times in all. 1929 won by Mr. Tsang Leung. 1st, Tsang Leung; 2nd, Cheung Ping-nam; 3rd, Chan Chui-hing.

Old Boys' Race: 220 Yards (Handicap) Entrance Free. Post Entry.—1st, Lam Hou-yin; 2nd, Lam Hon-kwan; 3rd, Leung Shu-man.

120 yards (Handicap) open to the Scouts, to be run in uniform.—1st, Lam Shing-tao; 2nd, Lo Kiu-cheong.

Half-Mile Flat Race (Senior and Junior): Challenge cup presented by The Sincere Co. to be won 3 years in succession. 1929 won by Mr. Ip Koon-ning.—1st, Ip Koon-ning; 2nd, Cheung Ping-nam; 3rd, Yee Man-kit.

Small Boys' Race: 220 Yards challenge cup presented by The Sincere Co. to be won 3 years in succession. 1929 won by Mr. Lin Kai-in.—1st, Leung Shu-man; 2nd, Ho Shu-min.

50 Yards Slow Bicycle (Senior and Junior).—1st, Lee Fat-yip; 2nd, Lai Sze-kit.

Small Boys' Race: 440 Yards (Handicap).—1st, Lam Shuk-ching; 2nd, Lam Yue-wah; 3rd, Wong Yau-man.

Obstacle Race: 50 Yards Senior and Junior (Handicap).—1st, Lee Kwok-leung; 2nd, Chan Chui-hing.

One Mile Flat Race: Senior and Junior (Champion) challenge cup presented by The Catholic Young Men's Society, to be won 3 years in succession. 1929 won by Mr. Tsang Leung. 1st, Tsang Leung; 2nd, Ip Koon-ning; 3rd, Lai Sze-kit.

Junior Hurdle: 120 Yards (Handicap).—1st, Kong Wai-hing; 2nd, Chan Cheung-yuet.

Senior Hurdle: 120 Yards (Champion).—1st, Ip Koon-ning; 2nd, Lee Chung-wing.

Three-Legged Race: 100 Yards Senior and Junior (Handicap).—1st, Ho Shu-min; 2nd, Leung Sau-cheong and Frank Wong.

Candle Race: 50 Yards (Senior and Junior) Ladies' nomination.—1st, Lee Kwok-leung and Leung Mon-cheng; 2nd, Li Koon-ning and Mak Yiu-chai.

Staff Race: 440 Yards (Handicap).—1st, Mr. Lee; 2nd, Mr. Shak; 3rd, Mr. Wong.

One Mile Bicycle Race (Senior and Junior): Handicap 1st Prize presented by The Sincere Co.—1st, Lau Tat-man; 2nd, Lee Fat-yip; 3rd, Lau Sze.

Needle Race: 50 Yards (Senior and Junior) Ladies' nomination. 1st, Ip Koon-ning and Mak Yiu-chai.

Junior Inter-Class Team Race (Shield).—Class 5.

Senior Inter-Class Team Race: Challenge cup presented by Mr. Fung Ki-cheuk.—Class 4.

120 Yards Consolation Race (Junior).—1st, Ng Kai-yung; 2nd, Ho Chek-wah; 3rd, Wong Bun-kai.

120 Yards Consolation Race (Senior).—1st, Shun Kum-hoi; 2nd, Leung Wing-for; 3rd, Chu Lai-kau.

120 Yards (Handicap) Open to the Ambulance, to be run in uniform.—1st, Wong Shun-pin; 2nd, Chin Sze-shueing.

Half-Mile. Open to the Colony. Entrance Free. Post Entry.—1st, T. J. Hemsley; 2nd, C. M. Silva; 3rd, Cheung Shui-kwai and H. Owen-Davies. Time: 2 mins. 14 secs.

(Continued at foot of next column.)

ST. JOSEPH'S SPORTS.

St. Paul's Win Invitation Relay Race.

KEEN COMPETITION.

In spite of the rain, the fourteenth annual athletic meeting of St. Joseph's College was successfully held on the ground of the South China Athletic Association, at Caroline Hill, yesterday. The programme was so lengthy that it lasted from noon until after 6 p.m., although the events were run off with the least loss of time, even when the showers were coming down.

Most of the events produced keen competition, but the times were not as good as those obtained last year. St. Paul's College repeated their last year's success by winning the invitation relay race, their opponents being Queen's College and Vanchai School. The win was a comfortable one.

The Senior Championship of St. Joseph's College was won by H. Slow, whilst A. Ngam secured the Junior Championship. An interesting unofficial event was a challenge tug-of-war between Old Boys and the "hefties" of the Matriculation Class of the College. The Matric won quite easily.

An Old Friend.

At the conclusion Mr. E. Ralphs, Director of Education, distributed the prizes. Speeches prior to the prize giving were quite short.

The Director of the College, the Rev. Bro. Altmar, in welcoming Mr. Ralphs, referred to the interest which the latter had always shown in St. Joseph's, and they were very glad to have such an old friend with them.

Mr. Ralphs said that he was always glad to attend a St. Joseph's sports meeting as good, interesting sports was always provided. Although it was not the first time that he had distributed the prizes at such a meeting, it gave him much pleasure to do so again.

After the distribution of prizes, Mr. Ralphs was presented with a crest set contained in a silver ricksha and accorded three hearty cheers and a "St. Joseph's Tiger."

RESULTS.

The following is the full list of results:—

Long Jump Junior Champion-ship.—1st A. Ngam; 2nd A. Cruz (Distance: 15 ft. 11 ins.).

Long Jump Senior Champion-ship.—1st E. Roza; 2nd H. Slow (Distance: 18 ft. 4 ins.).

High Jump Junior.—1st A. Lazaroo; 2nd Shu Wing (Height: 4 ft. 2 ins.).

High Jump Senior.—1st A. Hussain; 2nd H. Slow (Height: 5 ft. 1 1/2 ins.).

100 Yards Junior Championship.—1st A. Assia; 2nd A. Ngam (Time: 12 secs.).

100 Yards Senior Championship (Challenge Cup presented by Messrs. Little, Adams and Woods, 1929).—1st J. Sullivan; 2nd H. Slow. (Time: 10 1/4 secs.).

100 Yards Handicap (Boys under 10 years of age).—1st E. Farias; 2nd R. Marques.

120 Yards Handicap (Senior boys of the Kai Lap School).—1st Yuen Tak-tung; 2nd Sum Hung-kwong; 3rd Lau Yat-sum.

100 Yards Handicap (Junior boys of the Kai Lap School).—1st Chan Yee-pak; 2nd Li Yat-mong; 3rd Chan Yu-ming.

220 Yards Junior Championship (Challenge Cup presented by Wing Nam).—1st A. Ngam; 2nd R. Laurel (Time: 27 1/5 secs.).

220 Yards Senior Championship (Challenge Cup presented by the St. Joseph's College Old Boys' Association 1916).—1st M. Souza; 2nd H. Slow. (Time: 25 1/2 secs.).

100 Yards Handicap (Boys of the St. Joseph's College Branch School).—1st G. Large; 2nd R. Marques.

50 Yards Handicap (Boys under 10 years).—1st G. Ablong; 2nd J. Marques.

120 Yards Flat Race (Pupils of St. Paul's Institution).—1st R. Murphy; 2nd V. Bradbury.

440 Yards Junior Championship (Challenge Cup presented by Old Boys in the Cable Companies, 1928).—1st A. Ngam; 2nd A. Assia (Time: 1 min. 2 secs.).

440 Yards Senior Championship (Challenge Cup presented by the Old Boys in the Cable Companies, 1928).—1st H. Slow; 2nd J. S. Siqueira (Time: 67 1/5 secs.).

120 Yards Handicap (Pupils of St. Mary's School).—1st J. Esther; 2nd B. Marques.

120 Yards. Open to the Sports Committee, Ladies and Gentlemen. (Handicap).—1st, Beltrino; 2nd, Lawrence.

100 Yards Flat Race open to Ladies only, Entrance free. Post Entry.—1st Cynthia Silva; 2nd, Mak Ying-tung; 3rd, Elsa Silva.

Champion Runner.—Li Koon-hing. (Winner of Challenge Shield).

Argylls Heaten.

Sacred Heart School beat a team from 2nd Bn. the Argyll and Sutherland Highlanders by two goals to nil. Both goals were scored in the first half.

220 Yards Handicap (Scouts of 1st Hong Kong Troop).—1st T. Jeffrey; 2nd Ed. Xavier (Time: 21 secs.).

220 Yards Handicap (Members of the St. Joseph's College Division of the S. J. A. Brigade).—1st Y. C. Young; 2nd Yau Wai-lam.

Snail Race, Junior and Senior.—1st J. Siqueira; 2nd A. Hussain.

Half-Mile Junior Championship (Challenge Cup presented by Old Boys in the Chartered Bank 1927).—1st H. Campos; 2nd A. Cruz (Time: 2 mins. 32 secs.).

Half-Mile Senior Championship (Challenge Cup presented by Past Pupils in the Hong Kong and Shanghai Bank).—1st H. Slow; 2nd J. Siqueira (Time: 2 mins. 20 secs.).

Two Miles Bicycle Race.—1st F. Chan; 2nd E. Roza; 3rd D. Xavier (Time: 6 mins. 14 secs.).

120 Yards Handicap (Pupils of St. Francis School).—1st M. Pau; 2nd N. Fleher.

120 Yards Handicap (Pupils of the Canadian Institute).—1st M. Sullivan; 2nd F. Castro.

One Mile Senior Championship (Challenge Cup presented by Mr. B. Hyder).—1st Wah Cheuk; 2nd J. Siqueira (Time: 5 mins. 45 1/2 secs.).

One Mile Junior Championship (Challenge Cup presented by Wing On Co., 1929).—1st J. Pereira; 2nd H. Gutierrez (Time: 5 mins. 65 secs.).

220 Yards Old Boys' Handicap.—1st A. Carvalho; 2nd L. Fernandez and C. Barros (dead heat).

Arithmetic Race (Small Boys).—1st L. Hildebrando; 2nd Leung Hing-cheong.

Invitation Relay Race (Schools of the Colony. Teams of four, 220 yards each).—1st St. Paul's College; 2nd Queen's College (Time: 1 min. 40 secs.).

Inter-Class Relay Race (Boys 4 feet 6 inches and under. Teams of four, 100 yards each).—1st Class 3A; 2nd Class 4A.

Inter-Class Relay Race (Junior Teams of four, 220 yards each. Shields presented by Wing On Co.).—1st Class 3B; 2nd Class 2A.

Inter-Class Relay Race (Senior Teams of four, 220 yards each. Challenge Cup presented by Mr. Kin Ying-poh).—1st Class 2C; 2nd Class 2A.

Inter-Class Tug-of-War (Small Boys).—"B" side defeated "A" side by two straight pulls.

Inter-Class Tug-of-War (Junior Teams of eight).—Class 2A defeated Class 3A by two straight pulls.

Inter-Class Tug-of-War (Senior Teams of eight).—Matric defeated Class 2A by two straight pulls.

120 Yards Flat Race (Pupils of French Convent).—1st P. Mackechnie; 2nd M. Siffiad.

Consolation Race, Junior and Senior.—1st Kwok Wah; 2nd E. Souza.

Tennis Trophies.

Lawn tennis prizes competed for during the season were also distributed as under:—

Tennis Singles Championship (Challenge Cup presented by Old Josephians at Hong Kong University, 1930).—Winner, Peter Tu (Matric. Class); Runner-up, Leo Pak-yiu (Class 2C).

Inter-Class Tennis Doubles Championship (Challenge Cup presented by the Sincere Co.).—Won by Matriculation Class (Peter Tu and Joseph Remedios); Runner-up, Class Five (A. Soto and F. Minh).

Thanks.

The Committee of St. Joseph's College Athletic Sports offers its thanks to the proprietors of the Hotel Savoy, to all donors of prizes and subscribers to the Sports Fund, as well as to all the generous helpers toward the success of the meeting.

TO-DAY'S GOLF.

Starting Times at Fanling.

The Royal Hong Kong Golf Club notifies the following starting times for to-day:—

9.15 a.m.	A. G. Meredith, M. D.
9.20	Scott.
9.20	M. B. Matthews, S. J. H. Fox.
9.24	F. H. Glover, L. C. F. Dellamy.
9.28	A. E. Lissman, C. E. Holmes.
9.32	A. O. Brown, E. Des Voeux.
9.35	J. Yates, G. E. Costello.
9.40	A. D. Humphreys, O. Eager.
9.44	H. R. Forsyth, A. Ritchie.
9.48	D. J. Keogh, J. Jones.
9.52	E. Hanlon, J. D. Thomson.
9.56	C. F. Moore, C. Mycock.
10.00	J. B. Lanyon, J. S. Dykes.
10.04	J. R. Collis, V. R. Gordon.
10.08	J. R. Hinton, M. G. Mills.
10.12	R. Stock, I. Hight.
10.16	J. Coulthart, C. W. Lawrence.
10.20	D. J. Gilmore, H. A. Lammet.
10.24	W. G. Shields, D. G. G. Macdonald.
10.28	A. Leach, F. A. Merry.
10.32	A. B. Raworth, M. M. Marx.
10.36	R. W. Taplin, C. J. D. Law.
10.40	I. H. Goss, J. Stuart.
10.44	R. A. Campbell, R. Young.
1	

ATHLETIC CUP.

(Continued from Page 1.)

and Sutherland Highlanders, the Band of the Somerset Light Infantry and the Pipes of the Argyll and Sutherland Highlanders played throughout the afternoon and were greatly appreciated by the spectators.

The method of scoring was as follows:—

In the Tug-of-War 10, 8, 6, 4, 2, 1, 0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10.

By this method the following was the final table:—

3rd Bn. 15th Punjab Regt.: 61½ points.
1st Bn. The Somerset Light Infantry: 59½ points.

Royal Artillery: 46½ points.
H.K.S. Bde., R.A.: 48½ points.

2nd Bn. Argyll and Sutherland Highlanders: 38 points.
Royal Corps of Signals: 4 points.

Officials.
Referee, Col. R. E. Skinner, O.B.E.

Track Events: Chief Judge, Col. W. D. S. Brownrigg, D.S.O.

Judges:—Capt. J. R. Vedder, 3/15th Punjab Regt.; Capt. R. C. B. Anderson, M.C., 2nd Bn. A. and S. Highlanders; Lieut. R. N. Thicknesse, 1st Bn. Somerset, L.I.; Lieut. G. K. Bourne, R.A.

Field Events: Chief Judge, Capt. R. J. Corballis, M.C., 1st Bn. Somerset, L.I.

Judges:—Lieut. E. H. Walter, R.A.; Lieut. R. V. Dewar-Durie, 2nd Bn. A. and S. Highlanders.

Tug-of-War: Umpire, Lieut. Col. W. F. Christian, D.S.O., R.A.

Judges:—Capt. E. P. Deakin, D.S.O., M.C., A.B.C.; Capt. R. B. Roper, 3/15th Punjab Regt.

Starters:—Capt. J. H. Carmichael, 2nd Bn. A. and S. Highlanders; Capt. R. H. Caldwell, 1st Bn. Somerset, L.I.

Timekeepers:—Lieut. D. G. G. Macdonald, R.E. and Lieut. J. E. Macfarlan, R.A.

Chief Whip:—R.S.M. C. E. Dyer, D.C.M., Royal Artillery.

Chief Recorder:—R.S.M. Newberry, 2nd Lt. A. and S. Highlanders.

Full Results.

High Jump: 1. 3rd Bn. 15th Punjab Regt.; 2. 1st Bn. The Somerset Light Infantry; 3. 2nd Bn. The Argyll and Sutherland Highlanders. Height: 10 ft. 5 ins.

Half Mile Relay: 1. 1st Bn. The Somerset Light Infantry; 2. 3rd Bn. 15th Punjab Regt.; 3. H.K.S. Bde., R.A. Time: 8 mins. 44 secs.

220 Yards Relay: 1. 3rd Bn. 15th Punjab Regt.; 2. Royal Artillery; 3. 1st Bn. The Somerset Light Infantry. Time: 1 min. 37½ secs.

Pole Jump: The 3rd Bn. 15th Punjab Regt. and the H.K.S. Bde., R.A. tied for first place at 18 ft. 3 ins.; the 1st Bn. The Somerset Light Infantry and the Royal Artillery tied for third place at 18 ft.

120 Yards Hurdles Relay: 1. 1st Bn. The Somerset Light Infantry; 2. Royal Artillery; 3. 3rd Bn. 15th Punjab Regt. Time: 1 min. 20 secs.

Tug-of-War (Losing Semi-finalists): 2nd Bn. The Argyll and Sutherland Highlanders defeated the 1st Bn. The Somerset Light Infantry by two pulls to one.

100 Yards Relay: 1. 1st Bn. The Somerset Light Infantry; 2. Royal Artillery; 3. 2nd Bn. The Argyll and Sutherland Highlanders. Time: 42½ secs.

Putting the Shot (16 lb.): 1. 1st Bn. The Somerset Light Infantry; 2. 2nd Bn. The Argyll and Sutherland Highlanders; 3. 3rd Bn. 15th Punjab Regt. Distance: 69' 0½".

440 Yards Relay: 1. Royal Artillery; 2. 3rd Bn. 15th Punjab Regt.; 3. 1st Bn. The Somerset Light Infantry. Time: 3 mins. 42 secs.

Long Jump: 1. 1st Bn. The Somerset Light Infantry; 2. Royal Artillery; 3. 3rd Bn. 15th Punjab Regt. Distance: 37' 2".

One Mile (Inter-Unit): 1. H.K.S. Bde., R.A.; 2. 3rd Bn. 15th Punjab Regt.; 3. 1st Bn. The Somerset Light Infantry. Time: 4 mins. 48½ secs.

At Happy Valley, the Craignower C.C. lost to the Kowloon C.C. by 21 shots. Scores:—

Craignower C.C. Kowloon C.C.
W. Langenstrasse O. E. Raven
R. C. Reed V. C. Labrum
P. Dixon D. A. Purves
J. Carr J. M. Jack
(Skip) ... 22 (Skip) ... 22

D. R. Khuras T. W. Carr
W. Ward L. A. Jeeves
Y. Abbas W. W. Hirst
W. Collins L. J. Blackburn
(Skip) ... 10 (Skip) ... 30

E. Zimmerman W. Borrowman
A. L. de Sousa C. G. Harrison
W. Gill W. Goldenberg
A. A. Bazaak B. Fetheram
(Skip) ... 17 (Skip) ... 19

50 71

K.B.C.C. v. ELECTRIC R.C.

On their own ground, the Kowloon Bowling Green Club defeated the Electric R.C. by 29 shots. Scores:—

K.B.C.C. Electric R.C.
G. E. F. Thompson A. Tarbuck
S. M. Fleck T. P. Snunderson
W. A. Hale L. de Rome
A. W. E. Davidson A. F. Paul
(Skip) ... 28 (Skip) ... 13

A. Nichol S. J. Clarke
G. J. Chambers E. Thompson
D. W. Phillips D. S. Hill
H. Johnson W. H. B. Muskett
(Skip) ... 16 (Skip) ... 13

H. F. Storcham W. Stoke
H. West G. T. Padgett
E. Kern F. F. Duckworth
G. E. Reylance H. Hatch
(Skip) ... 29 (Skip) ... 17

72 43

RECREIO v. C.S.C.C.

At King's Park, the Club de Recreio lost to the Civil Service C.C. by 27 shots. Scores:—

Recreio Civil Service
F. V. Ribeiro B. L. Holland
F. M. S. Rosario R. R. Davies
F. X. Soares L. Luck
F. X. Silva W. R. Hollands
(Skip) ... 13 (Skip) ... 20

Dr. R. A. Banto F. H. Holdman
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A. H. Banto J. Archibald
(Skip) ... 21 (Skip) ... 20

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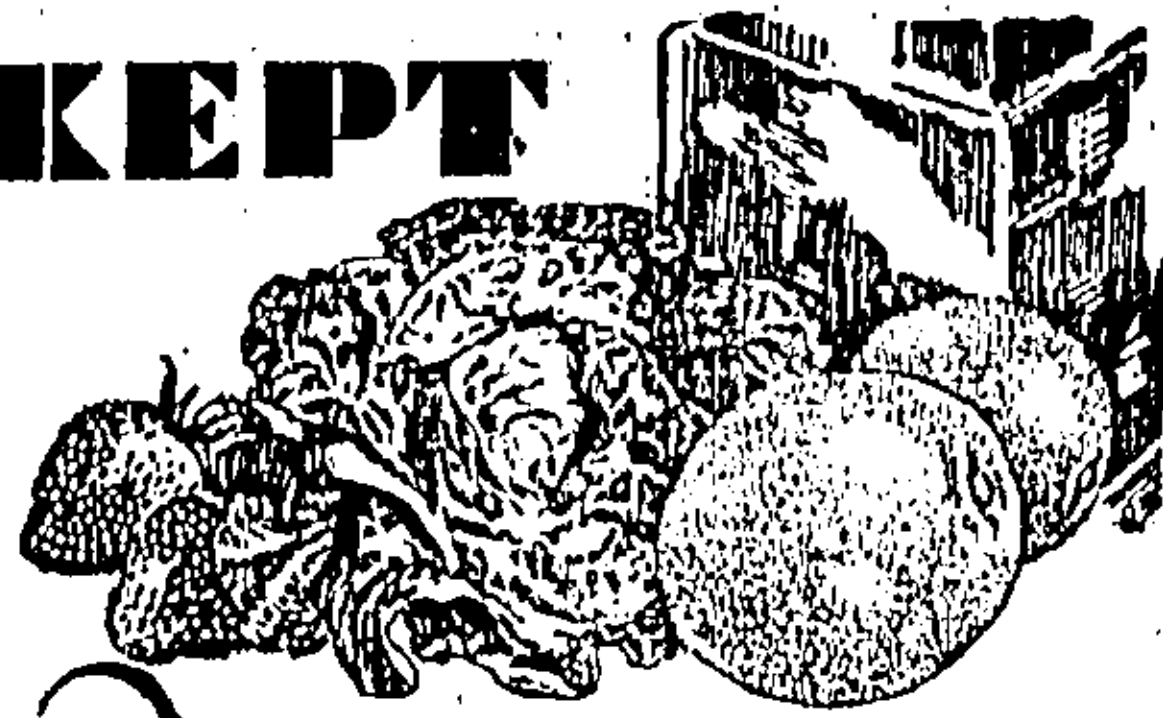
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fresh and Crisp
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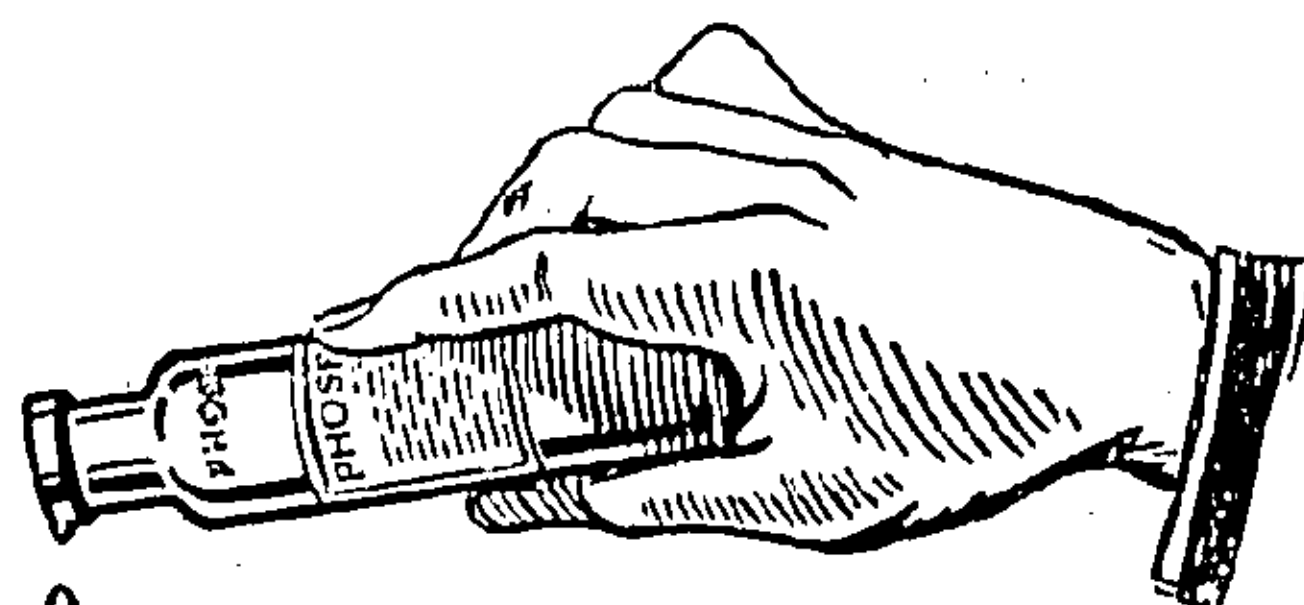
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Round The Town

Harking back to that pleasant function recently, the

Hong Kong Football Club dinner, a few details of the "meeting held to revive the game of football in the Colony" as far back as February 12, 1886, may not be out of place. It was at this meeting that the Hong Kong Football Club came into being, both a "Rugger" and "Soccer" section being formed. Those must have been in very truth "the good old days," as one notes that the entrance fee was fixed at a modest two dollars, and the subscription "only one dollar, and \$2 hereafter." The meeting was held at the Victoria Recreation Club, and those present were Dr. W. Watson Pike, Dr. H. W. Thompson, Messrs. H. F. Hayler, H. C. Metcalfe, J. Gow, T. Glass, J. D. Anderson, E. T. Young, A. H. Jackson, C. A. Cornish, W. B. Robertson, D. Kennedy, R. W. Brecks, C. W. Dickson, C. S. Barff, G. A. Caldwell, and C. E. Holworth. The then Mr. J. H. Stewart Lockhart was in the chair. Eventually Mr. H. Foss was elected first President. Mr. W. E. Robertson, Hon. Treasurer, and Dr. Pike Hon. Secretary. The Committee was composed of Messrs. J. H. Stewart Lockhart, H. C. Metcalfe, H. F. Hayler, E. T. Young and R. W. Brecks.

At a little later date, the first game of Club game of Rugger was played, the following teams lining out:—

J. H. S. Lockhart D. Pike
L. Brooks, R.A. C. E.

G. Grimble Lt. Eramwell
(28th)

Lt. Young, R.A. Mr. Ord.
Lt. de Robeck.

R.N. Mr. Anderson.
Mr. Webster Lt. Metcalfe.

The latter side won a great struggle by "2 goals and a try to one goal and a touchdown in self-defence"—the official verdict as recorded in the minute book. Included in this interesting book is also an original letter from the Editor of the *China Mail*, Mr. George Murray Bain, promising all his best efforts toward making the Club a success.

A Tear For Instruction The Motorist

terted by the local magisterial courts, continues to rake in tuition fees from unfortunate local motorists who either never knew or have forgotten, the precise spots in the Colony where their machines may safely be left untended. Ignorance being no excuse in law, drivers stump up their "fines" with as good a grace as possible, but we hear a whisper that some of them are not altogether satisfied with it all. It is pointed out, and we think with some reason, that Hong Kong might well establish a few tangible aids to memory in the shape of neat boards bearing the slogan: "No parking here," "Stand (or parking place) for ten (or fifty) public (or private) cars." This is done in London and New York, and there seems no reason why Hong Kong, which is getting more up-to-date daily, should not follow the good example. At the present moment the roads are quite gaily decorated with what once were white lines, which might mean anything, but often appear to mean nothing. Hong Kong, being an island, is safe from the pungent comment of touring motorists, which probably accounts for the fact that things keep on going on, and the absent-minded motorist keeps on going to Court.

"Tired Business all know by Men."

Of course, we can park our cars in Connaught Road or Jackson Street if there is no room in Pedder Street (by the way, is there ever any room there?), but Connaught Road on a hot day is quite a step from business offices, especially when the tired business man may have to foot it merrily to and fro several times during the day. Surely, if three-men chariots are permitted to tear up and down the centre of the city to the annoyance and discomfort of everybody but their owners, a little consideration might be extended to the other busy men whose petrol and power looks like costing them more in the very near future. Otherwise, the only thing we can see for it is for the Automobile Association to start a free course in Pelmanism.

The Chatter Road Stand

Y o t another point. Is it absolutely necessary to have a parking place for about thirty public cars right on Chatter Road? Surely everybody is not so busy here that about thirty people must require a five or seven-passenger car for twenty-four hours a day, seven days in the week. But a car-owner is likely to want his own car in a hurry at any moment. This why we suggest that public cars—incidentally, are they all strictly public cars?—be moved to Connaught Road, giving motorists the stand in Chatter Road.

And, oh! these Touting a public cars. They La Mode. are bad enough with their bunting and manoeuvring during the daytime, but when the shades of night have fallen and the taipan has fled on silent (coolies) feet to his Olympian retreat, the fun really starts! Armies of eagle-eyed touts drive slowly round the town, stopping and starting at sight of every stray pedestrian, and generally getting into everybody's way, what time the policemen on point duty scratches his chin and ruminates upon those never-to-be-forgotten days of childhood in Lahore or Chetoo, or wherever it may be. All this is not said in a spirit of carping criticism of Traffic Squad, whose work, under the circumstances, is beyond praise, but they cannot be in two places at once, which the touts realise only too well.

There are other Old Friends touts, too, who Criticised. are perhaps even worse. In this case we hate to criticise an old friend in the rickish pulley, but we must deplore his recent habit of gathering with his fellows outside bars and canteens, and pestering every passer-by, generally for the privilege of hauling him to some Street of A Thousand Delights. Rickish pulleys, with the competition of buses, trams, and motors, have fallen on evil days, and it is perhaps not unnatural that they should grasp at any chance of turning what to them is an honest penny. But it does not make happier the life of any pedestrian who may like to walk for walking's sake (there are such people). For proof positive, one can only recommend a short stroll from Pedder Street to, say, Arsenal Street on a balmy evening. It is quite convincing.

SUNDAY SALLIES.

For a definition of skylarking consult a sky pilot.

"Airedale Runs Amok"—and generally made a muck of things.

"Motor Car Mad."—Why not open an Asylum for Insane Cars?

Newspaper heading: "Will Wu Pei-fu come back?"—Why not ask him?

"A little breeze in Court."—Badly needed in such a stuffy place.

Since the discovery of opium in ducks' eggs these edibles have become very popular.

To-day's tit bit in the radio programme: "Silent prayer."—A wonderful thing is radio!

A Shanghai cable: "The price of rice has soared up considerably."—In what other direction could it soar?

The latest stunt in the Beauty Parlour is the Foam Bath. Produced by the Permanent Wave, we expect.

Reported from Pingo: "Education Commissioner has narrow shave."—Barbers and barbarism must still be rife there.

The man who stole a reindeer from a Naval officer's craft in Tai Po Harbour probably thought it would keep him warm.

The German Minister to China has appointed Dr. Bidder to represent him in Nanking.—Dr. Bidder will have to do as he is bid.

Hailing from Reclamation Street a Chinese, who can't lend an honest life, was sent to jail.—He'd better change the name of his street to Needs Reclamation Street.

The Chinese object to their finger prints on the hands of Australia.

Mark Antony up to date: "Friends, Romans, and Fascists, lend me your ear-phones."

May Day is a day on which you may try to do things you may not do on any other day in May.

An anti-sweating club at Home collected £20 in fines in a year.—It is denied that season tickets were issued to golfers.

Yen and Feng are said to be "working like brothers" for the overthrow of Chiang Kai-shek.—Shades of Abel and Cain!

Overheard on the Ferry very early yesterday morning: "Have you heard the new number, 'Singin' In The Rain'?" "Wringin' In The Rain," you mean."

Many women, it is said, marry the men they choose and spend the rest of their lives trying to turn them into the men they want them to be.—During the whole of this process the male insect does not even bite or give any indication that it possesses a brain.

"Street Pushed Back" in an interesting item of news that comes from America. Sure boy, it's a big effort, but round about St. Andrew's Day we have seen some hefty men pushing back the pavement when it rose up to meet them.

In a case recently before a Chicago court it was mentioned by a woman that her husband—a Scotsman—forced her to wear magnifying glasses at the table so that the men would look more substantial.—Some Hong Kong lodgers are doubtless wondering if their landlords will ever introduce this novelty.

There were eight wet days in April—and, presumably 30 wet nights.

"English" is an "up-to-date" advt. in a Star Ferry: "All materials thoroughly made up prices reasonable."—Is That So?

One of our contemporaries advertises for a shipping firm: "Reduced Return Fares of \$175.00 to Kobe, and \$2.00 to Yokohama." Yokohama for us every time.

Little Tommy thinks it unfair that while sister gets her hair permanently waved he is unable to get a permanent wash for his neck.

In these days of suspense between the short and the long, if you tell a modern girl her hair is like a broom she doesn't know what you are talking about.

Mourning to-day, having died of exposure, the Scotsman who, in the bar of an hotel last night, described to three Englishmen the Aberdeen example of "rigid economy" and waited for it to goak in.

A penalty of £18 10s. was imposed at Dover on a Scottish student for smuggling a camera over from Ostend.—This should furnish some more jokes on an old theme for the London muck-hulls.

A novelist wants to know why the guests cry at a wedding.—Well, we expect that some of them have been married already, and they haven't got the heart to laugh.

"I swear that the evidence I shall give," declared the witness, "will be the cold truth and nothing but the cold truth."—He probably meant that departure from the straight path would have meant a warm time for him.

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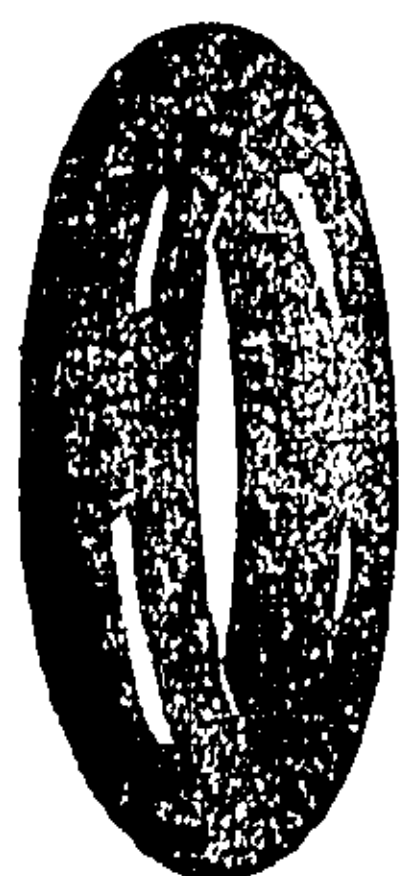
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HONG KONG, SUNDAY, MAY 4, 1930.

Why A Dollar to See the Governor?

ON the occasion of the departure of the late Governor, Sir Cecil Clementi, a public farewell was held in the ground of the Hong Kong Cricket Club, to which an admission fee was charged to the public. This evoked some criticism at the time, as it was rightly felt that a gathering of this kind ought to have been entirely free to the public and that, if any costs were incurred, these ought to come out of either a special public fund raised for the purpose, or, better still, out of the public revenues of the Colony.

At the public meeting called in the City Hall recently for the purpose of appointing a Committee to arrange for the reception to the new Governor, Sir William Peel, it was the unanimous opinion that any expenses incurred ought to come from a special Vote approved by the Finance Committee of the Legislative Council. In due course this shall be done; the Government shall be well satisfied to vote the money; and the public will not begrudge the cost of a public function arranged for the whole community.

In Kowloon, however, this principle is to be departed from. We are informed that a public gathering of ALL Kowloon residents will be held at the Club de Recreio, King's Park, on a certain date in order to welcome the new Governor on the occasion of his first visit to Kowloon. The programme, it is further learned, comprises the presentation of an address, selections by a military band, dances on the lawn by a professional dancing teacher's pupils, and an orchestra. For this delectable fare, including, of course, a glimpse of the new Governor, a charge of one dollar is to be made "to defray costs," whatever these may be.

Why this distinction between the public welcome in Hong Kong and Kowloon? Why should the gathering in Hong Kong be free to the public and yet a charge be made in Kowloon? If the public purse is to be asked to stand the small sum, comparatively speaking, involved in the public reception in Hong Kong, why should the public purse not also be drawn upon in the case of the lesser gathering in Kowloon? Why should individual members of the public, in this present time of stress and difficulty owing to the higher cost of living, be called upon to pay the sum of one dollar for the pleasure of seeing the new Governor's face? In the ordinary course of events he will be with us five years—time aplenty to see him, and even to speak to him, without a supertax of one precious dollar for so doing.

Kowloon is said to take pride in the fact that two of the Unofficial members of the Legislative Council reside in Kowloon. Have these not the slightest influence at all in the direction of making the Treasury pay for the cost involved in Kowloon's welcome to the new Governor? Is all the influence on the side of the "big battalions" on the Island, where only a suggestion needs to be made to ask for a Vote and it is forthwith acted upon without any ado? And, apart from this aspect, if the organisers of this Kowloon gathering of ALL Kowloon residents hope to see their invitation acted upon, they ought to see to it that the cost to individual members of the public direct or indirect. Otherwise, why invite ALL Kowloon residents? It will most likely be found that the public of Kowloon will be content to get a free glimpse of the new Governor in the City Hall on the day of his arrival and keep their precious dollars for something really necessary in these hard times.

News in Brief.

Mr. Frost of Messrs. Jardine, Matheson and Co., Ltd., has reported to the Police the loss of a wallet containing \$5 in British money and some private documents.

A thief entered St. John's Cathedral during Friday afternoon and stole an electric table fan from a stall beside the pulpit. The loss was reported to the Police yesterday morning.

April 26 was fixed as the Feast of the Blessed Don Bosco, but as this date was Saturday in Albis, the Salesian Institute will hold the ceremony to-day. There will be Community Mass with Fervour, at 7.30 a.m., Solemn High Mass at 9.30 a.m., and Vespers, Procession, and a sermon by the Rev. Father Graneli followed by Benediction of the Most Blessed Sacrament, at 4 p.m.

Mr. and Mrs. G. P. Daswani were the hosts at a luncheon yesterday given at their residence in honour of Mr. T. A. Mahant on his being appointed a Justice of Peace by the Government. Mr. Daswani, who is the managing proprietor of Messrs. Lalchand & Gajandas, a well-known firm, while highly speaking of the qualities of Mr. Mahant, thanked the Hong Kong Government for the recognition given to the Shikhi community after many years.

R.A.F. CONCERT.

Excellent Programme by the Kai Tak Follies.

"PAROCHIAL GATHERING."

A disappointing "house" attended the Concert given by the Kai Tak Follies, R.A.F. Concert Party, at the Naval Canteen Theatre last night. An amusing and varied programme was given by these versatile stars, the foremost of whom are Cpl. A. E. Cox and A. C. Tower, most of the humour being provided by the former. L/S. Stretton proved very popular with his songs, while several small sketches evoked much merriment. "Our Parochial Gathering" being the "hit" of the evening.

No doubt the weather was in some way responsible for the poor attendance, but this merry company are deserving of better support.

The programme was as follows:—

Piano Solo Watling.
Opening Chorus The Follies.
A Livelyer Tower & Co.
"Three Jolly Sailormen"
Cox, Stretton & Muirhead.
Banjo Solo Talbert.
"Good English Ale"
Cox, Muirhead & Summers.
Song Stretton.
"The Transmigration of Souls"
Cox & Towers.
The Ghost Walk Towers.
Hilarious House Hunting.
The Party.
"Baby Dear" Tower & Co.
Tally Ho Cox & Talbert.
"If You Were Mine" Stretton.
"Wireless up to date".

A Demonstration.
The Doubtful Quartette
"Then and Now" Cox & Talbert.
The Fireman's Dream Cox
"Our Parochial Gathering".
The Follies.
"We Say Good Night".
The Follies.

Produced by Cpl. A. E. Cox.
Business Manager
Cpl. L. A. Watling.
Stage Manager Cpl. B. Rowell.

HONG KONG FAIRY STORIES.

Gandhi has cabled for plans of the "cattle pens" for buses at Kowloon Point.

The P.W.D. have challenged the Press to draughts during the typhoon season.

The Police propose to prosecute tipsters of lawn bowls matches, particularly when they prove inaccurate.

During the tennis and lawn bowls seasons the Royal Observatory will kindly arrange a heavy shower every Saturday afternoon at 3.30 precisely.

The Northern Star ferry boat has a very silent and simple railing and lowering device for its gangway—all the other Star Ferry boats are to be fitted with this same device.

The Navy League has made the China Mail a life member for being the first newspaper to suggest a public fund for the dependants of the unfortunate disaster on H.M.S. Sepoy.

RUSSIAN EMIGRES.

St.—Being a Briton, and likely to lose my position at any time, owing to the great influx of cheap Russian labour, I should like to know what will happen to me, if this occurs. Shall I be sent to Victoria Gao, as a destitute?

Will the Government pay my passage home? to cause an additional one to swell the ranks of Britain's already numerous unemployed?

The Government's motto is "Buy British Goods," then why not support "British Labour?"

Isn't it possible to send the Russians back to the Chinese port from whence they got their passports?

Reading a Home paper, I saw where the Home Office had refused sanction for a Russian football team to tour Britain.

What would the Home Office think of Hong Kong's Russian labour if they knew?

Some employers favour this cheap labour, but I am more than pleased to say it is not recognised in Britain.

Yours etc.,
BARTON.

Kowloon, May 3, 1930.

IN JERUSALEM.**Beggars Form Labour Union.****"NOT A DISGRACE."**

Jacob Simon of the United Press writes from Jerusalem on April 22:—

Notwithstanding the numerous efforts of the authorities to clear the streets of Jerusalem of professional beggars, mendicancy continues to flourish along well-organised lines and on sound economic principles.

In Jerusalem begging is not a disgrace. It is an occupation. The beggars of the city are organised into a trade-union, and Menahem Ben Lavi Mirzachi is recognised throughout Jerusalem as the Beggar-in-Chief. There are certain ethics governing the profession and these are observed by all the beggars who wish to retain their standing in society.

For example under no circumstances would one beggar take a customer or prospective customer away from another. Then, they have their own stations in the city and it is considered rather bad form for another beggar to enter competition in the same district.

And, as begging is no disgrace, the profession is followed by many healthy, estimable fellows, who find begging easier and more profitable, in a worldly sense, than working. Some work mornings, but insist on having their afternoons free to meet the visiting Americans and Britons. They are especially fond of Americans and Britons, particularly Americans, because: "They have gold in the hand."

They take pride in their work and put considerable value upon their time. So much so, in fact, that they waste little effort on non-paying guests and turn their attention to visitors who are a little more appreciative of their efforts.

ST. ANDREW'S.**Sunday Schools' Annual Festival.**

The St. Andrew's Church Sunday Schools are holding their annual festival day in St. Andrew's Church, Kowloon, this morning and evening. The Vicar (the Rev. W. Walton Rogers) will preach at the 11 o'clock service, while the Dean (the Very Rev. A. Swann, M.A., D.S.C.) is the preacher at evensong.

The St. Andrew's Group of Boy Scouts will be on parade, as will the Cub Pack.

FOUND DROWNED.

The body of an Indian, identified as Dalip Singh (60), stated to be a watchman employed at Whiteaway's, was yesterday afternoon removed by the Water Police from the water in Belcher's Bay, on the western end of the Island, where it was found floating.

Dalip Singh was reported to the Police as missing on Friday night, and it is noteworthy that when the body was found, a wrist watch which the man was wearing was found to have stopped at 11.30.

The identification of the body was made at the Kowloon mortuary where it was taken to after the arrival of the Police launch at Kowloon.

LETTERS TO THE EDITOR**CANTON AND THE LION.**

Sir,—Although your correspondent signed himself Foo Lo-man, (obviously Foo Lo-man), I have a suspicion that he was throwing the foot's cap at me. Therefore I must ask you for space to tell him that the cap doesn't fit me.

Friend Foo Lo-man must be very new to Hong Kong or he would not have put his foot into it the way he did. Our own "Tiger" war cry certainly has a significance and a very tragic local connection. It first came into use here in 1915 soon after the "Tiger" was shot, at the cost of the life of Police Constable Goucher.

So there, Foo-lo!

Yours, etc.,
HAU KUM.

Hong Kong, May 1.

FIGHTING COCKS.

Wine, Gloves, and Diet.

ILLEGAL SPORT SEASON.

Plans are in hand for the holding of some of the largest cock-fighting mains (matches) held in Yorkshire since the palmy days of the sport.

During recent years the popularity of these fights, which are now illegal, has increased, probably owing to the use of motor-cars as an easy means of reaching the secret places in the moors or dales where they are held.

Easter sees the start of the season. For weeks the birds have been in training, somewhat like boxers. They have sparring partners and practice bouts with gloved spurs. They are put on a special diet, which includes port wine, and are kept on farms with experienced men as trainers.

Then, probably on some Sunday morning, motor-cars meet in a secluded dale, accouters are posted, and excited men gather in a ring.

Hospital for Injured. Crowding their defiance, the cocks are spurred, sometimes with the sharp silver spurs used for generations, and fly at each other. They spar warily. Suddenly there is a scuffle, a flurry of wings and feathers, and one bird lies bleeding on the ground, while the other crows its victory call over it.

Wounded birds are sent to one of the farm hospitals for fighting cocks in the Skipton district.

There is no thought of cruelty in the minds of the ring of men. One of them told me: "The cocks are born to fight. If they did not fight here they would fight elsewhere."

A main arranged for Easter time will attract birds from all parts of Yorkshire and further afield, and large sums of money will be staked.

TAIPO TOPICS

[From the United Press Staff Correspondent at the Front.]

A beautiful new folder, entitled "Canton and Hong Kong by the Kowloon-Canton Railway," has made its appearance. The largest picture is that of a British Section locomotive hauling nine coaches and a water wagon through the Sahara Desert en route to Calais, there is nobody, of course, on the "Wagon." The engine driver with his spanner can be faintly discerned on the locomotive. The width of road gauge, electric light, and fans are mentioned in the folder, but not the clouds of smoke which are belched forth by the locomotive since the introduction of smokeless coal for their use.

No mention is made of the tender-gutter person who pulled the communication cord when he saw the party opposite him in the dining car eating green peas with his Jack knife.

One item reads: "On emerging from the Kowloon tunnel, the beautiful Shatin Valley and Tide Gorge come into view. The line then winds round the foot of the hills on the shores of Mira Bay and one if irresistibly (sic) reminded of the lochs and mountains of Scotland."

The Tai Po District Council agree that there might be a certain element of truth in this statement provided one could see through the clouds of smoke emitted by Puffing Billy in front, or if one dared to open a window and risk roasters in the Ampleforth Maternity having one's ears charmed off by Home who line up daily to witness the passing by of these smoke-producing monsters.

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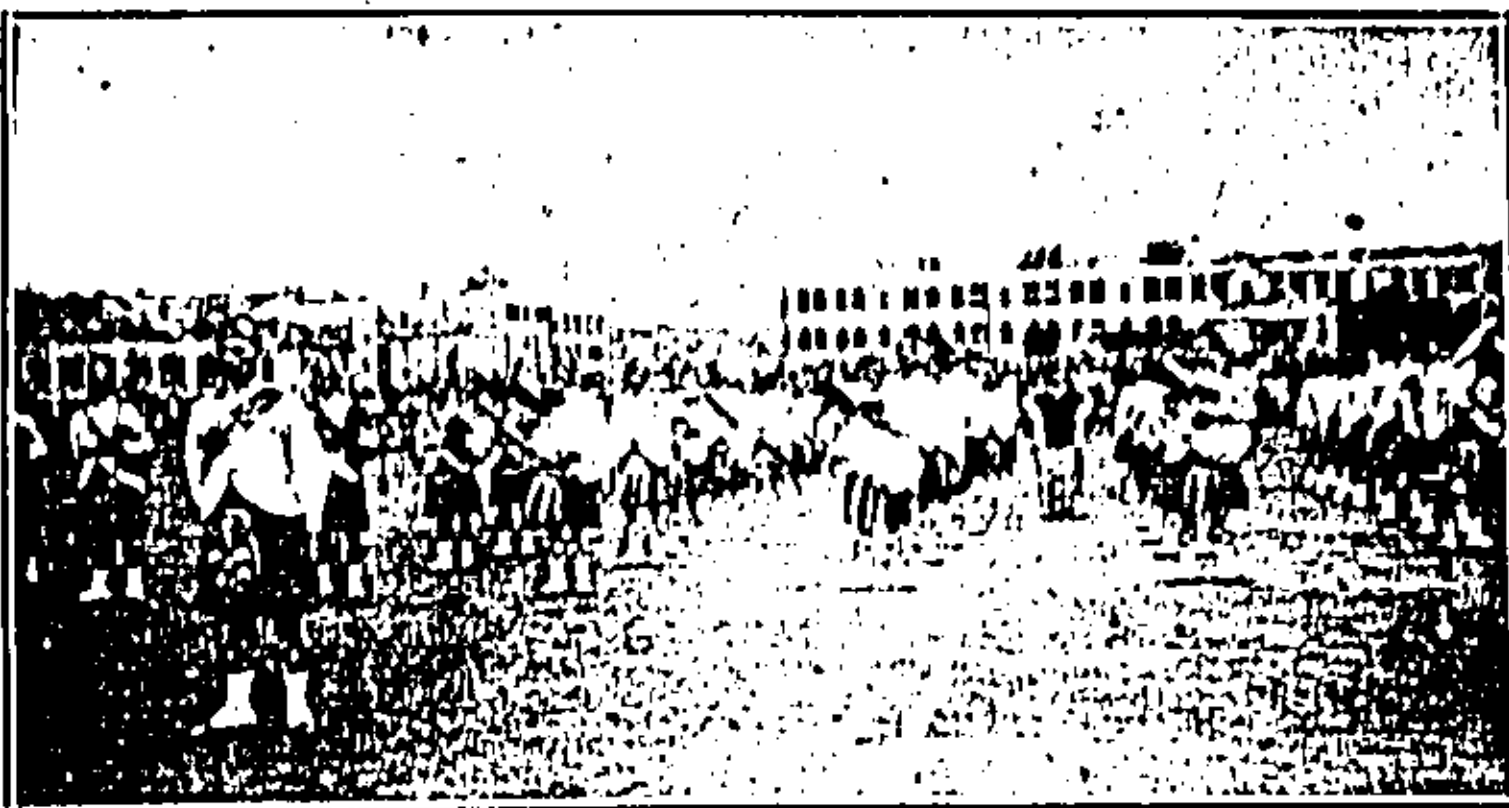
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HONG KONG, SUNDAY, MAY 4, 1930.

1



ARGYLL'S BAND.—The band of the 2nd Argyll Regiment, which played during the interval at the Sepoy Charity Fund Match at Happy Valley on Saturday.—(K. Fujiyama).



CHARITY MATCH.—H.E. the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.), inspecting the teams prior to the start of the Sepoy Fund charity match, in which the Rest of the Colony defeated the Services by 3-1.—(K. Fujiyama).



H.I.H. PRINCE TAKAMATSU who passed through on Friday on his way to Europe.



REGIMENTAL BAND TEAMS.—A happy picture of members of the football teams of the bands of the 1st Somerset Regiment and the 2nd Argyll Regiment.—(K. Fujiyama).



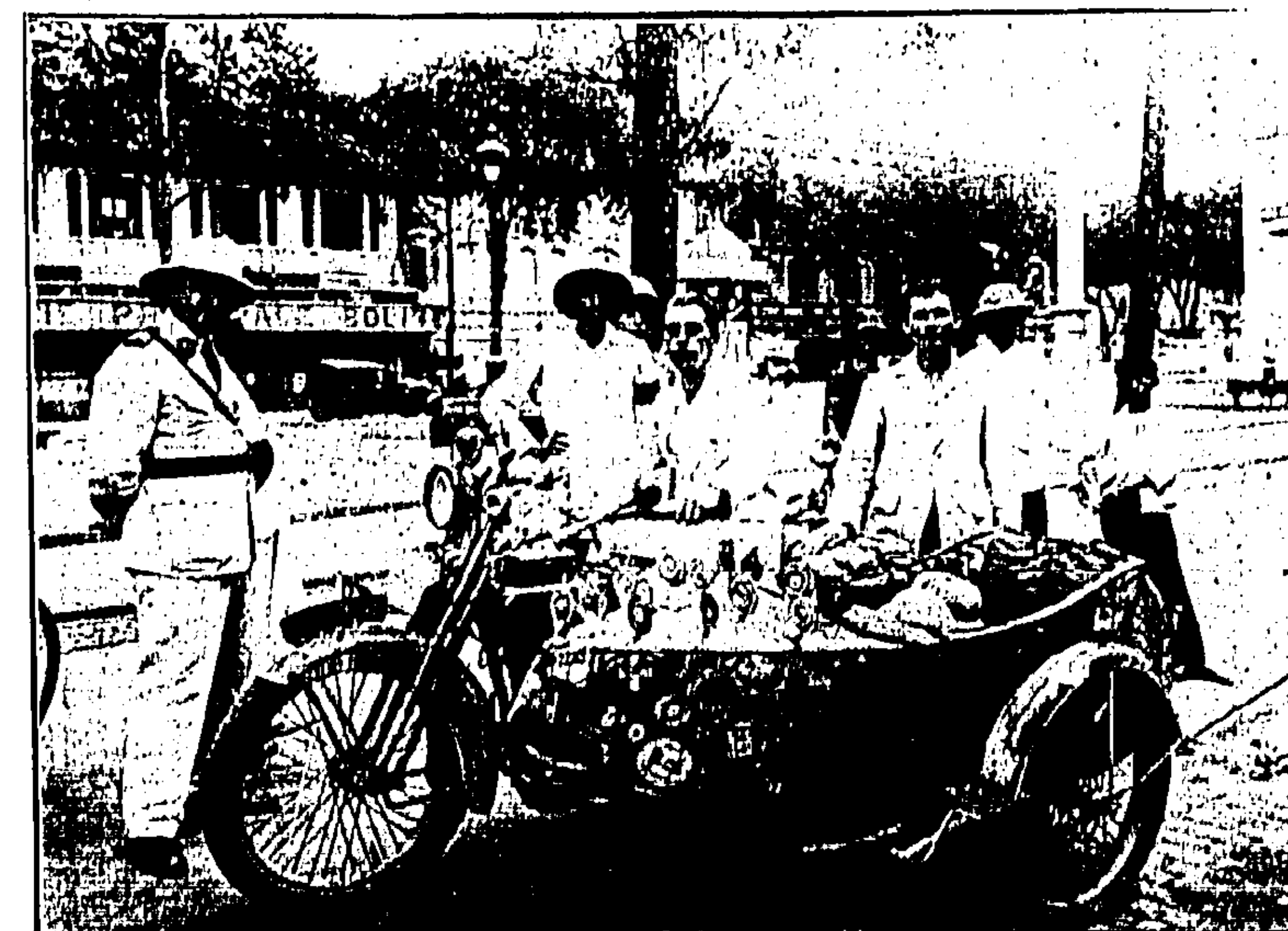
KOWLOON WEDDING.—Photograph taken outside 6, York Road, Kowloon Tong, on April 21, after the wedding of Miss Bertha D. Vas and Mr. Frederico A. Barretto. The bridesmaids were the Misses M. Vas, C. Vas, M. Barretto and R. Ribeiro. Messrs. E. M. Rosario and Julio Ribeiro acted as best men.—(Sun Sun Studio).



AFTER THE CEREMONY.—Mr. S. J. Bradwell and his bride (nee M. E. Kelley) leaving the Cathedral after their wedding, which took place on Saturday last.—(Welcome Studio).



THE ARAB RIOTS.—The Palestine Arab delegation have arrived in London to discuss the settlement of the recent differences between the Arabs and Jews in Palestine. The delegation at the Hyde Hotel, London. Left to right—His Eminence Haj Amin el Husseini (Grand Mufti of Jerusalem) H.E. Musa Kazim Fasha el Husseini (the President), Raghib Beg Nashashibi (Mayor of Jerusalem), Alfred Effendi-Roch (Christian Member of the Delegation) and I. Shawa (Secretary to His Eminence the Grand Mufti).—(Sport and General).



WORLD CYCLE TOUR.—Photograph taken at Saigon of M. Zoltan di Sulkowsky (driving) and M. Gyula Bartha, two young students of Budapest University, who are touring the world. They arrived in Hong Kong this week, having travelled 42,000 miles by motor cycle.

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The Woman's Page

AN 18TH CENTURY WAY
WITH CABBAGE.

Cut off the outside leaves, and cut
it in quarters, pick it well, and wash
it clean. Boil it in a large quantity
of water, with plenty of salt in it.
When it is tender and a fine light
green, lay it on a sieve to drain, but
don't squeeze it. If you do, it will
take off the flavour. Have ready
some very rich melted butter or chop
it with cold butter. This cabbage is
according to the latest scientific prin-
ciples—there is no mention of soda.
To put soda in with cabbage or
greens destroys all their vitamin
value.

HOME FASHION.

Dinner Pyjamas and
Studio Gowns.

The "studio" gowns designed by
Louiseboulanger and dinner
pyjamas by Captain Molyneux
open up another chapter in
fashions, and it is not surprising
that so many smart society women
are adopting them for quiet even-
ings at home.

Limousine styles are all very
well for important afternoon and
evening functions, but as they
exact more than the average
amount of demeanour these days
half the battle in wearing them
is won by lapsing into morning
moods, tea-gowns, and individual
house ones whenever possible.

It largely depends on who makes
the tea-gown whether it can be
worn outside a boudoir or not, they
are so often trimmed up with such
quantities of lace, ostrich feather
fringes, and what-nots!

Bizarre pyjama modes are prac-
tically out of date in the home
since they have become so much
a part of the beach and sun-bath-
ing scheme, but Molyneux designs
a new and individual style that is
more softly feminine in dainty
floral chiffons and crepes for
intimate dinner and bridge parties
chez-soi.

When dinner pyjamas are in
figured mousseline they are lined
throughout with one of the colours
in the pattern, and are featured
like those in figured crepe satin
and georgette with three pieces—
a short sleeveless tunic worn
either tucked-in or outside trousers
fitted high on the normal waist
line and given fullness from above
the knee by deep "en forme" or
gathered frills. These frills billow
gracefully to the ankles below an
easy-fitting three-quarter coat that
can be left to flow or belted round
the waist.

Inspired colours are obviously
avoided to distinguish these models
from lingerie types that are com-
pleted with ankle-length coats and
nightgowns of the same mousseline
to match.

Brown and beige crepe, green
figured tussore and black and pink
are all developed on the same
characteristic lines, with wide
trouser hems gathered.

The pantaloons of Louisebou-
langer's studio gowns, on the other
hand, are seen, as it were, vaguely
through diaphanous chiffons and
laces. They are fitted on to deep
camisole foundations, and the
gown portion wraps over in front
after being slipped on to check
any further division.

No one colour note prevails for
these elegant house gowns, but
they are made in the richest
fabrics and colours, also marvel-
lously chosen mousselines with
great coloured plaid checks.

Large apple-green, rose, and white
cheeks divided by black stipple
lines form a lovely colour theme
for the gown seen in the sketch—
which is worn over white coolie
pantaloons with wide double tucks
weighing them down as they fall
below the knees.

Penell Blue.

This style appears to be most
complicated, but in reality it is
very simple and skillfully cut to
hang from the bodice line that
takes a half-handkerchief triangle
across the waist, where it wraps
over under a green belt with a

LONG GLOVES.

Some of the Favourite
Colours.

A much discussed question at
the moment amongst glove manu-
facturers is the matter of the right
length for gloves with afternoon
or evening gowns. Some declare
that the very long glove will be
the most popular and that gloves
with twenty-four buttons will be
the correct length. It seems to be
the more general opinion, how-
ever, that the twelve button glove
will be more in a mode.

The new idea for elbow gloves
is very smart, and there are some
very attractive models in the new
spring fashions.

Colours are being introduced
for afternoon and evening wear,
pink, Nile green, and blue being
the favourites. Many are in
white, while others are in dead
black, relieved by striking designs
in white or colour.

All are extremely chic and look
well with the more feminine lines
of the new gowns.

Diagonal embroideries or appli-
qued motifs in contrasting colour
are used chiefly as decoration, and
can be made to match any particu-
lar outfit. As black and white are
still a popular combination, there
are many models with pipings of
white, smart diagonal lines or
geometrical appliques, on black,
while many models in white kid
are embroidered with elegant de-
signs in black.

These are entirely new ideas and
this season will mark a complete
change in glove fashions. Even
the ordinary short wrist glove is
to be much smarter, design cuffs
and embroidery giving way to
plainer models in colour. A smart
ensemble of green and black, worn
by a model at a recent mannequin
parade, had the chic addition of
gauntlet gloves in the same shade
of green leather, and made a strik-
ing finish to the costume.

There are to be many surprises
for us in the fashions for early
Summer and the new glove modes
will not be the least of these.
Our gloves are to be an ornament
and an improving addition to our
outfits, not only useful and neces-
sary.

diamond buckle. Triangles cut
slightly larger often maintain
graduated lengths in wide breadths
of chiffon for evening skirts, and
are either set to slant sideways or
point under waistlines.

A conspicuous colour note among
these studio gowns is an alliance
of pencil blue, lace and golden
chiffon lame, with dainty embroi-
dered motifs in pencil blue and
sealing-wax red. The sleeves of
the lame bodices carry a deep frill
of blue lace, and lame pantaloons
are partly concealed in the delicate
folds of the lace skirt as it falls
round the ankles on an even hem-
line.

Printed taffetas knee-length
coats with plain coloured trousers
is another excellent trend for che-
z-soi modes, also the variety of large
floral and leaf patterns on black
grounds is so extensive in heavier
as well as lighter quality mousseli-
nes as to lend dignity and a dis-
tinguished character to dinner
pyjamas that there is no likelihood
of them being mistaken for any
other type.

Exquisite Lingerie.



A bewitching set in dainty silk and lace, the slumber suit with its wide frills
denotes comfort while the other garment comprising the set has such a distinctive
style of its own.

FEMININE CHARMS.

Beauty of the Three
Graces.

The enhancement of feminine
charms having long engaged the
"Parisienne's" attention, chemists
see to it that aids to beauty are pro-
minently displayed in the window.
Rubber massaging implements
therefore are shown; a coloured
photograph, illustrating the Three
Graces keeping their curves in
subjection, makes a deep impres-
sion on all who savour it. The
picture is a most charming one,
for it depicts a blonde lady, of sur-
passing beauty, hard at work on
her arms, while a ravishing
brunette, intently regarding a
pair of tapering ankles, delicately
rubs the flesh. No less attractive
in the remaining member of the
lovely trio, an enchanting girl
with azure eyes and hair of Titian
red, her costume denoting that she
has recently been aroused from
slumber. The awakened one is con-
templating a shoulder, dazzlingly
white and beautifully shaped, pre-
paratory to applying the rubber
implement.

Ladies who seek further instruc-
tion as to how these beauty-
preservers are used, stepping in-
side, retire to an inner-sanctum,
where an intelligent (female)
assistant gives the necessary de-
monstration. Convinced are they
by all that has been shown them.

For some weeks, a pharmacist in
the Rue de Rivoli, Paris, the
pavement of which is covered
from end to end, had the luck to
be appointed sole agent for these
appliances, doing a roaring trade.
A trifling alteration with the
manufacturer led to business re-
lations being terminated; the
goods, with flowers to keep them
company, now are displayed in al-
most every druggist's window.

SAILOR HATS.

Sailor hats for street and sports
wear, with brims manipulated in
several ways—either rolling up in
rollicking mood all the way round,
tipped up on one side only, or down
all the way round—are featured by
Reboux. Navy and red is a
favourite contrast with natural
pilot and shantung as they appear

in gros-grain ribbon to form a
crown or incrustated in self fabric
when used on shantung round the
edge of a brim.

Taffeta again looks excellent
when tailored into sailor shapes
for smart occasions, with a con-
trasting colour from a dress,
stitched round the under brim,
which makes a pretty frame to the
face as it rolls high over the fore-
head in front and falls lower at
the back.

Popular Mode.



Red kasha cloth trimmed with
summer ermine is used for the coat
and skirt, the former in the latest
three-quarter length. The unique
jumper blouse is of fancy velvet
in oyster grey patterned with red
to tone, while the smart little hat
is of embroidered straw to tone
with pink clip.—(Messrs. Paquin
Ltd., London).

THE SPRAY WAY.

Sprays are sold by beauty speci-
alists, not only for acento, some of
which are recommended for their
invigorating qualities, but filled
with ice water, or an astringent
lotion. The effect of spraying the
cheeks is far more beneficial than
when they are dabbed with the
lotion, because spraying has excel-
lent bracing qualities. An old
remedy revived in the use of a
little toilet vinegar in warm water,
to spray behind the ears.

AN IRONING HINT.

We have all experienced the an-
noyances of an ironing blanket
which will wrinkle while we are
working. An excellent and simple
way of remedying this, is to place
a piece of paper between the sheet
and the blanket. Those who have
tried it, say it is surprising how
level the surface remains, and this
is a great consideration when you
have much to do and little time
to keep smoothing out the blanket.

NEW HATS.

Greater Variation of
Silhouettes.

Modistes have patiently awaited
the disarmament, so to speak, of
uniform clothes when the eternal
little felt was worn morning, after-
noon, and night. You remember
the "gigolo" period? And they are
apparently retaliating by making
us return to the days of old when
one hat did not serve several
dresses, but several hats served
one dress.

Berets are smartly fashioned in
a new mood, and indicate a greater
variation of silhouettes, always
showing one side raised higher
than the other. They are made in
the ubiquitous jersey and finer
tweeds—when they look their best
with crowns shaped to simulate
tam o' shanters with seamings of
gros grain.

Fine pliable straws, Shan-
tung, and many other kinds
of material are used, but
the introduction of plain and
tartan taffetas is the last word
with some of the most exclusive
milliners. Maria Guy, for example,
manipulates it and moulds the
smartest shapes with seamings and
tie-bows that enable individual ad-
justments across the nape of the
neck or behind one ear. All-over
brightly-coloured tartans are ef-
fective made on these lines, and patch
insertions of it, also double shirred
frills at the sides, often made
smart splashes of gay colour on
plain taffetas and fine linaiges.

These little rag-weight tartan
berets are not only a delightful
novelty with small bags to match,
but soft and feminine, while being
suitably elegant in appearance.
To wear with tailored costumes.
Shirring and piping aid seamings
on snugly fitting ones in plain
taffetas—one of which is accom-
panied by a matching scarf instead
of a bag with a simple gathered
tartan frill of taffetas at one end.

TO WASH GLOVES.

Chamois leather gloves should
not be washed on the hand. They
should be washed gently between
the hands, squeezing and kneading
and working the soapy lather into
the leather. In this way the dirt
rolls out instead of being rubbed
out, as when the gloves are washed
on the hands. Finger tips and
palm get more soiled than the
other parts and therefore should
be gently scrubbed with a nail
brush. When the gloves are quite
clean they should be squeezed
again in clean soapy water, with
a trace of olive oil in it. Wrap
the gloves in a towel, squeeze out
as much water as possible, remove
and blow out the fingers. Do not
dry the gloves in the direct sun,
nor yet by fierce artificial heat.
This would harden the leather. It
is wise to remember that though
white gloves may be dried out of
doors, yellow ones are better dried
indoors, as the light takes the
colour out of them.

Gloves of washable suede or kid
should be washed upon the hands
and rinsed in tepid water free from
soap. They must be placed upon
the hands before they are quite
dry, and stretched and pulled into
shape and suppleness.

FOR SMALL GIRLS.

What Was Worn at a
Wedding.

With reproductions of Hoppner's
children beside her and a brush to
paint on the blue-green that is so
new that it is only just appearing
in the shops, a brilliant children's
dress artist created in her 200-
year-old workrooms the almond-
pink frocks and suits of the sixteen
children who followed Lady
Hermione Lytton on April 10.

The bridesmaids' dresses, while
inspired by Hoppner, had many
modern individual touches. Each
dress was created with as great
pains as ever Hoppner took in
painting the frocks in "The Sack-
ville children," the picture to
which most frequent reference has
been made in the workrooms.

One unusual Hoppner feature is
that instead of the dresses touch-
ing the toes they come just above
the ankles, while the high waists
and full bodices are other Hoppner
touches.

Inspired by Fabric.
The whole scheme for the bridal
retinue was decided by some French
brocade in rose pink with a tiny
gold design. Lady Lytton fell in
love with it, and decided to build
the dresses round it.

It became the stiff little tabards,
with palmers' cuffs, which the
pages wore with their pink silk
hose. Since the wedding it
promises to create a vogue in
small girls' frocks.

The period touch had to be in-
troduced into the bridesmaids'
frocks for the sake of harmony,
and this was where Hoppner was
called in.

Almond blossom pink satin was
chosen for the underskirts, and the
chiffon that goes over had to be
specially dyed the same shade.
One of the points in these dainty
frocks that appealed so much to
Lady Lytton was the careless little
quarter sleeves, tied with blue-
green ribbon.

Flower Sashes.
Flower sashes, composed of
mixed roses, daisies, and leaves
most beautifully made of velvet
and crepe de Chine, called forth
the use of the paint brush. Here
a touch of blue-green was painted
on a flower, there a dash of gold
was put on to a leaf, so that an
exact match was made with the
blue-green ribbon shot with gold
that formed the hem of each dress
and appeared on the sleeves.

The picture trend was kept, too,
in the bands of the ribbon which
tied in little bows on either side
of the face.
They were an experienced little
band of bridal attendants, for all
but one of the sixteen had taken
part in weddings before. They had
only one grown-up bridesmaid with
them, the bride's sister, Lady
Davina Lytton.

HIDDEN ANKLE.

Threat of the Long
Skirt.

Says a writer in a Home paper
in mail week:—

If the threatened long skirts
come back shall we return to the
hidden feminine ankle? As a
mere male I sincerely hope not.
I have memories of unwinding
fair maidens whose skirts had
caught in the pedals, and of all the
atrocities in which women wheel
indulged I think the worst was
the braid round the bottom of the
skirt. I suppose it was necessary,
but it had a habit of coming
"ungummed." Then an end
would dangle, the revolving crank
would catch it and—well, you had
to catch the girl quick before she
fell.

It was, of course, most incor-
rect to display an inch of ankle
and many were the expedients to
keep down the dress. The most
usual was elastic slips which
went over the instep, but some-
times doubly sure—weighted the
skirt with shot all round the hem.

And the hats of the period!
They were real windhammers,
measured by the acre. How wo-
men ever managed to cycle any dis-
tance in those days was a mystery,
although every male was expected
to help them up hills or against
a wind.

Yes, from the purely masculine
point of view, I hope the long
skirt will remain but a threat
—for cycling, at any rate.

WHITE PIQUE FOR SUMMER.

White pique will play a smart
and important role in the sun this
year, used as it is along under
brims of navy blue and black
panamanique, also "paille toile"
clothes.
This development is not surpris-
ing, since linen is such a popular
material for spring and summer
millinery, but being less malleable
than the nouveaute striped pique
used for beach hats, it is not so
adaptable to machine stitching,
and, so far, only appears in deco-
rative line movements and slight
touches in the shape of a single
flower of the gardenia and camelia
type posed at the edge of an upper
brim.

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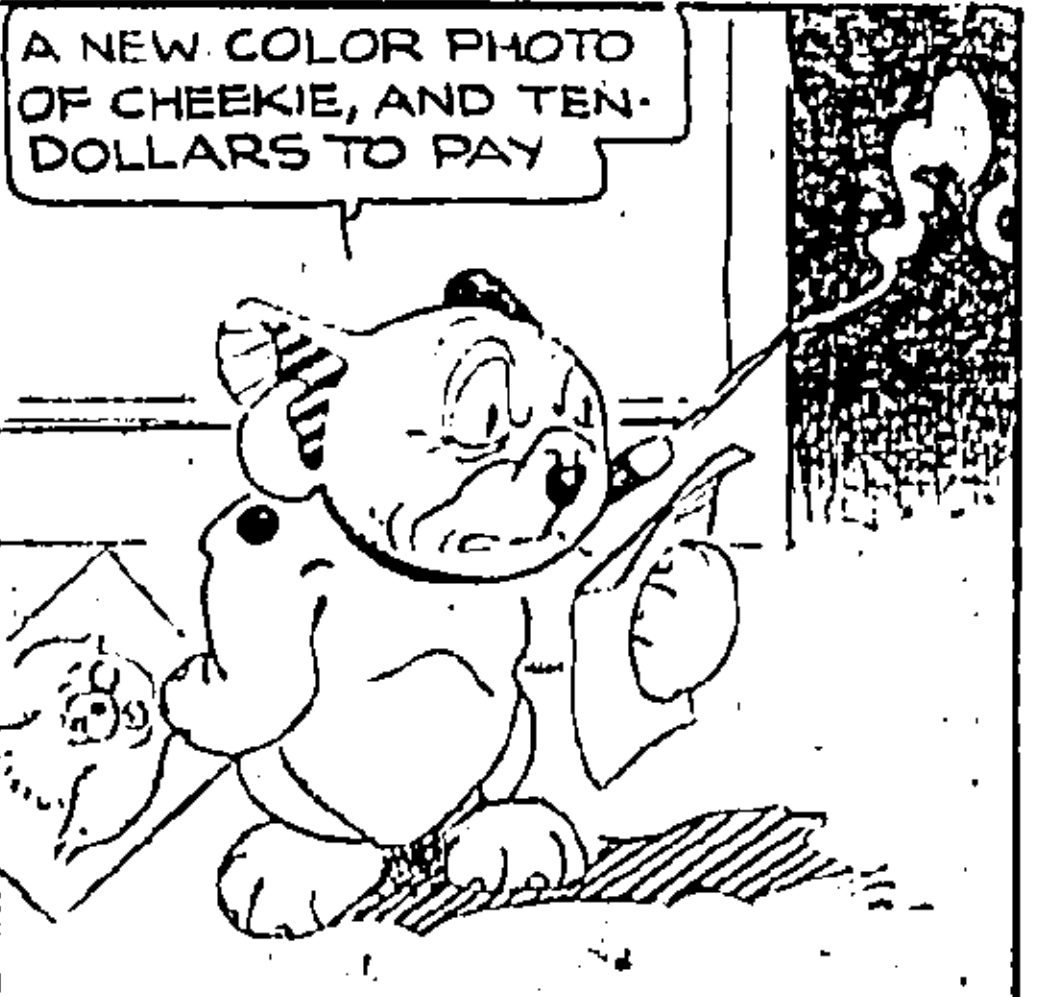
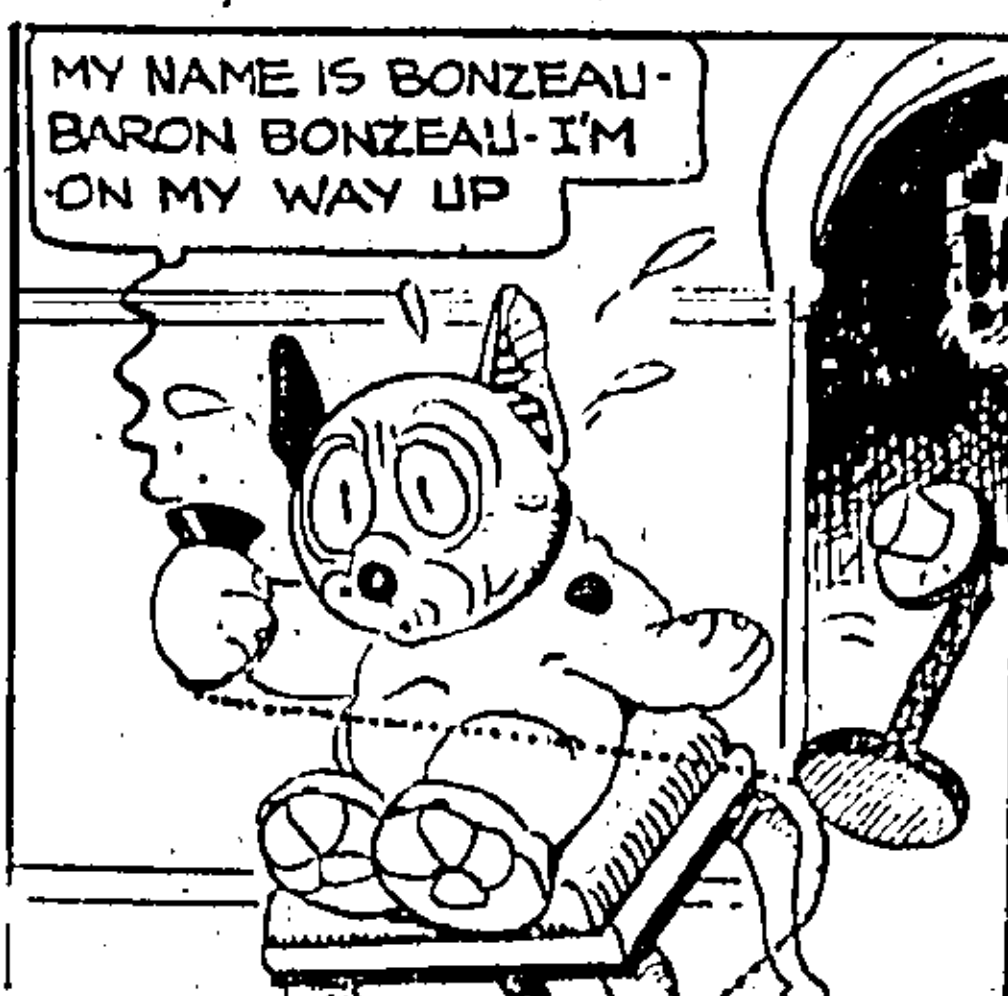
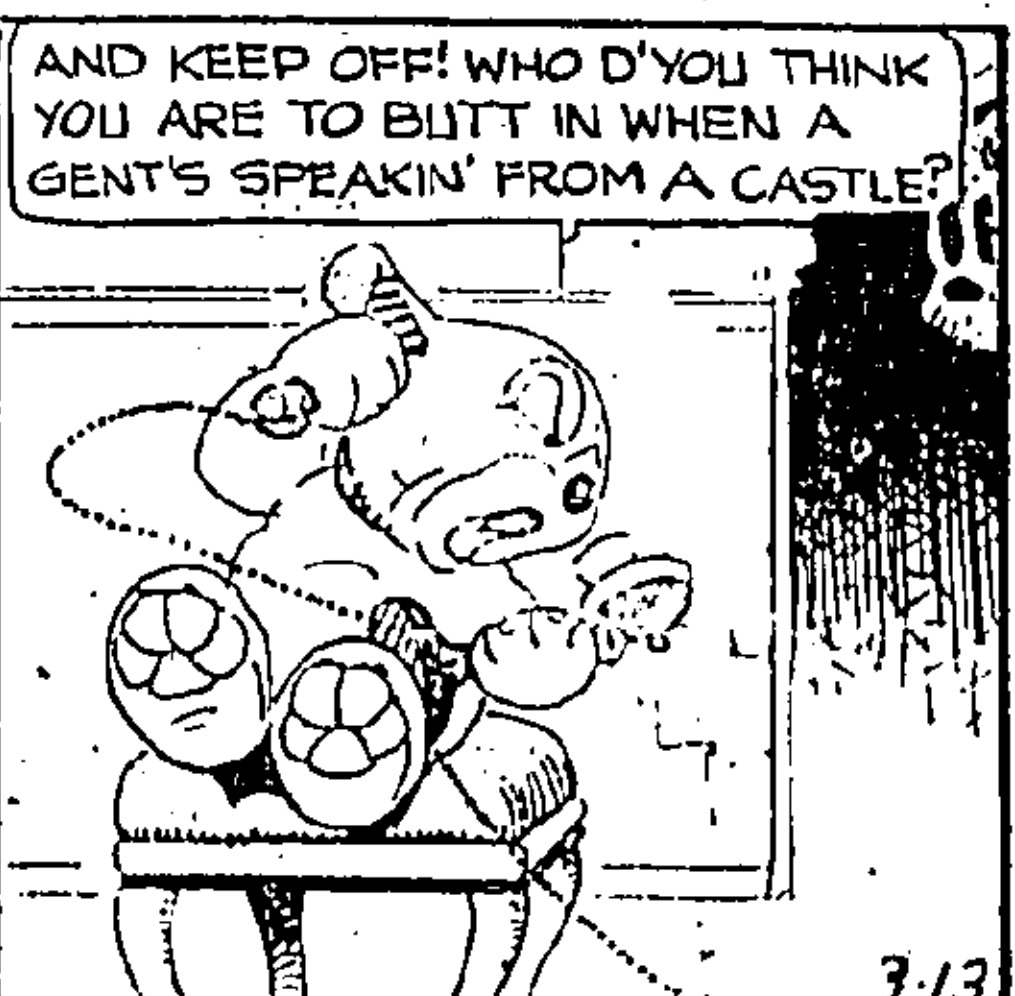
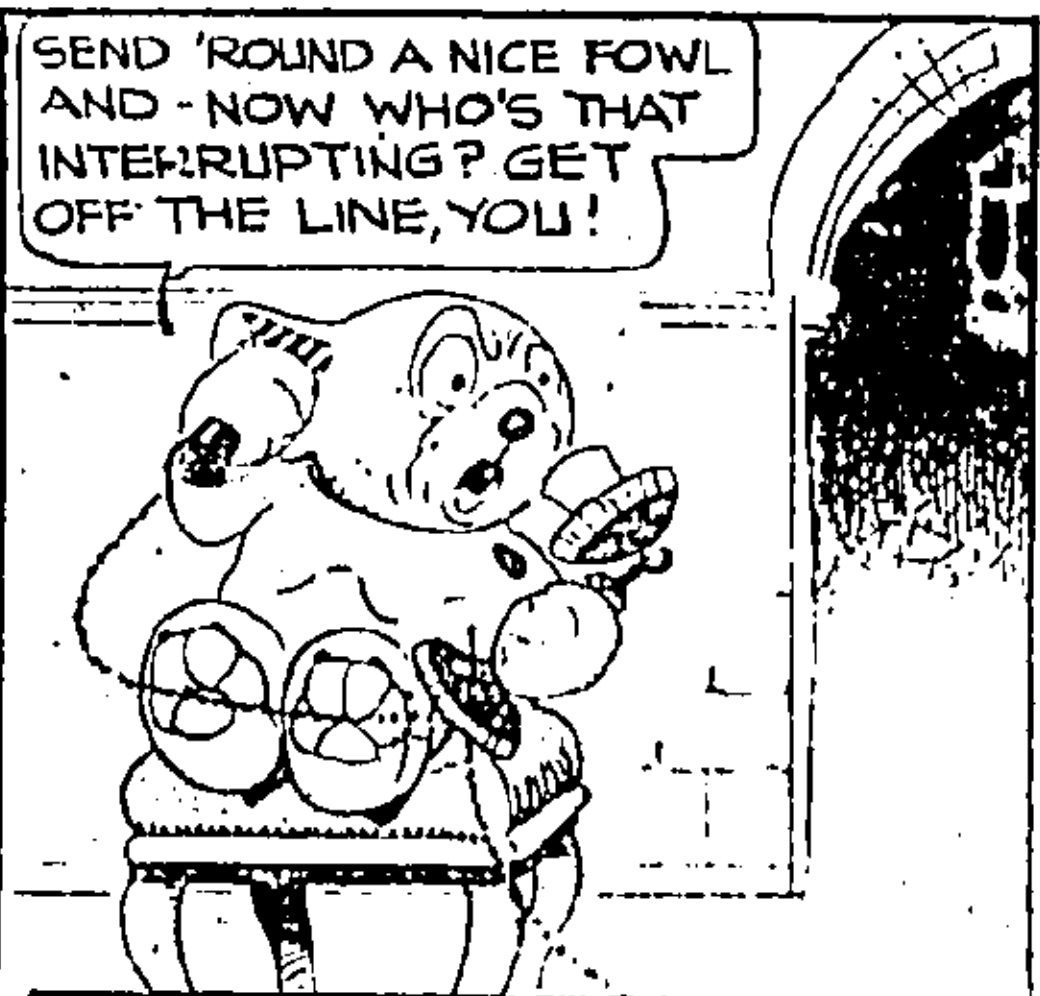
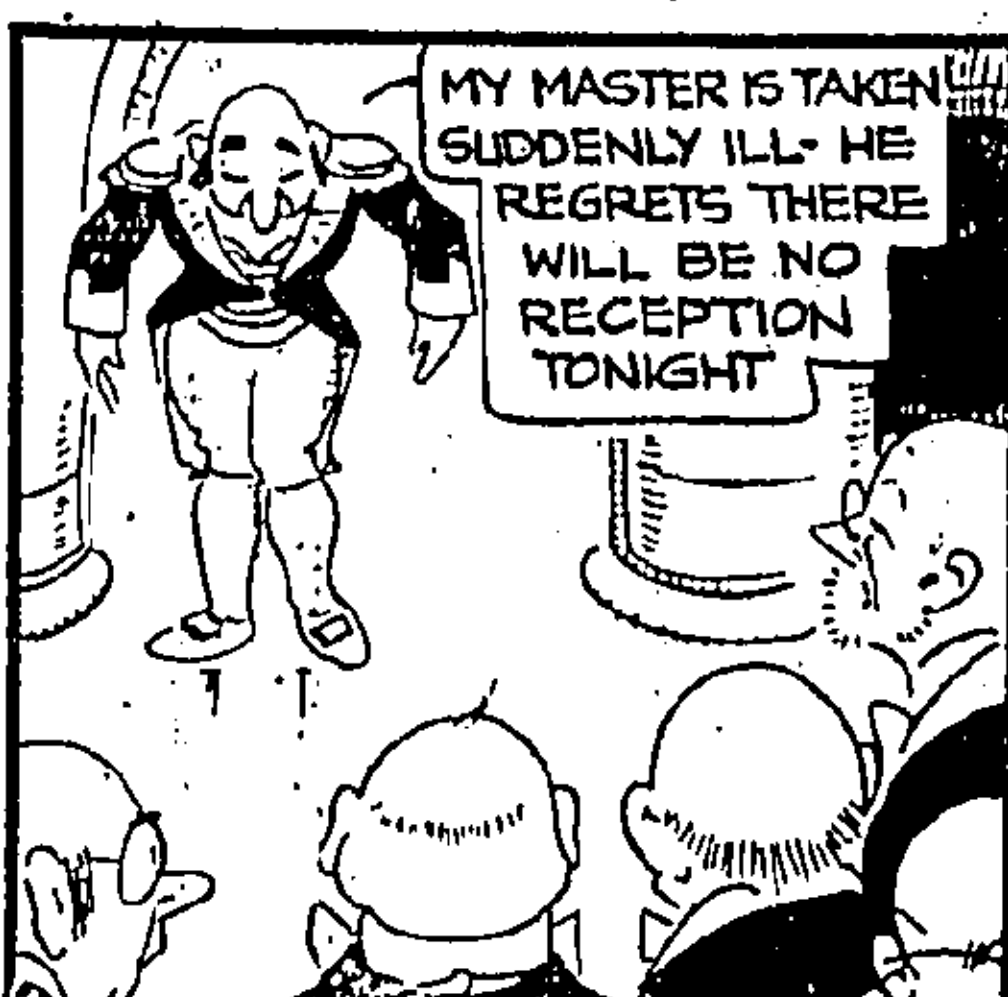
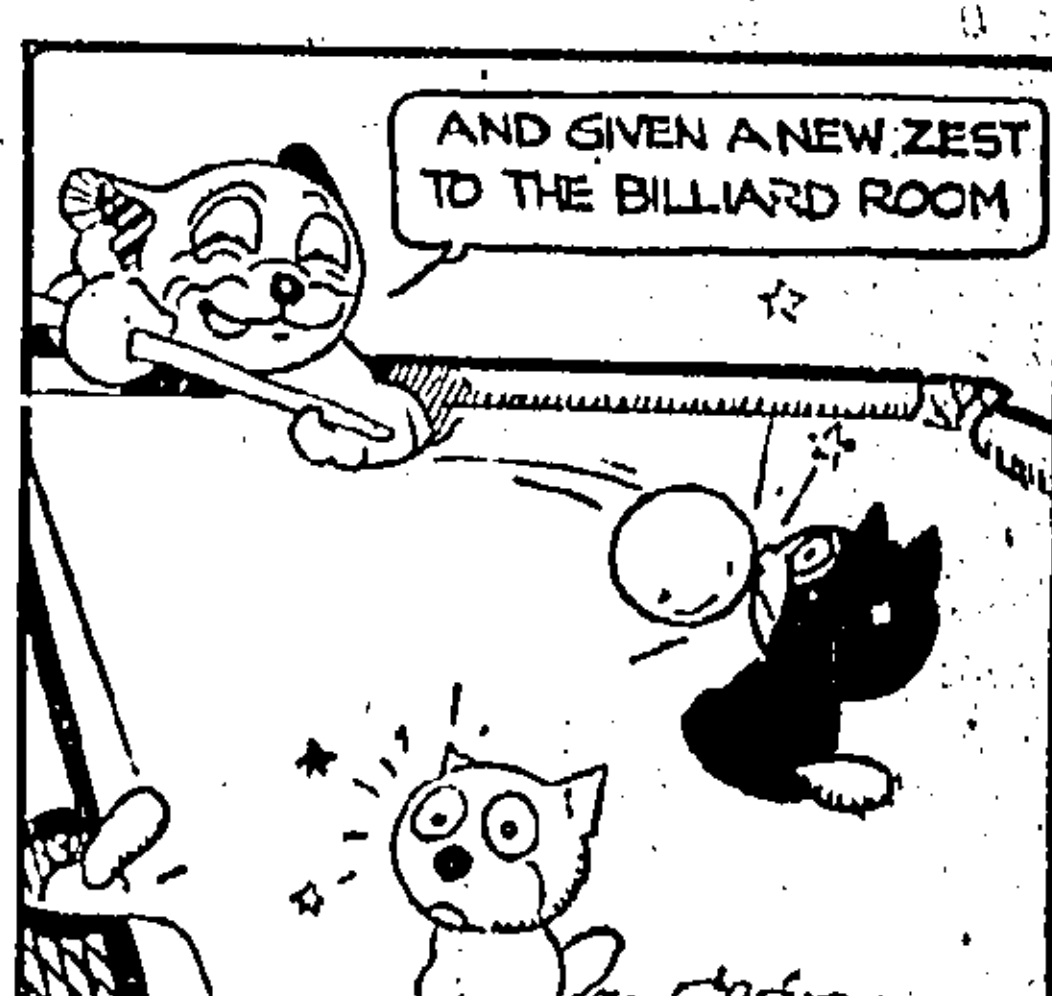
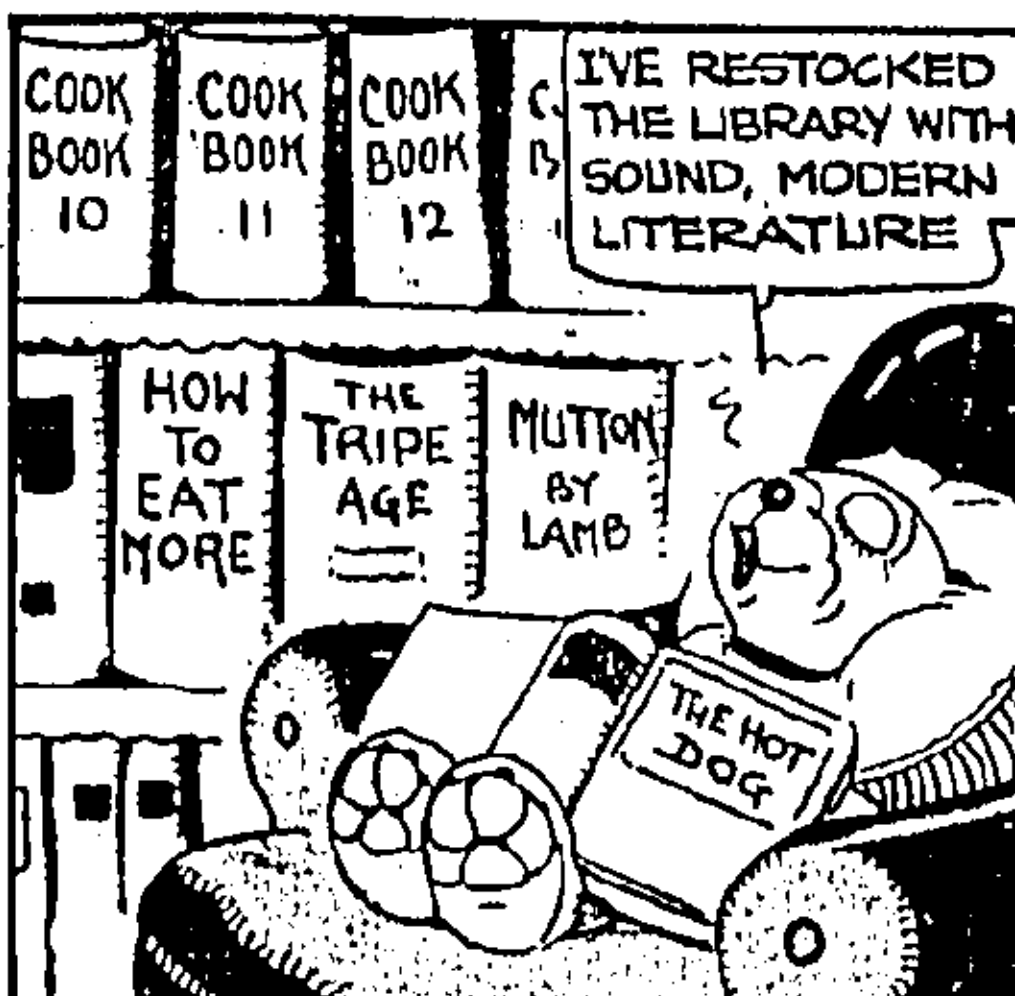
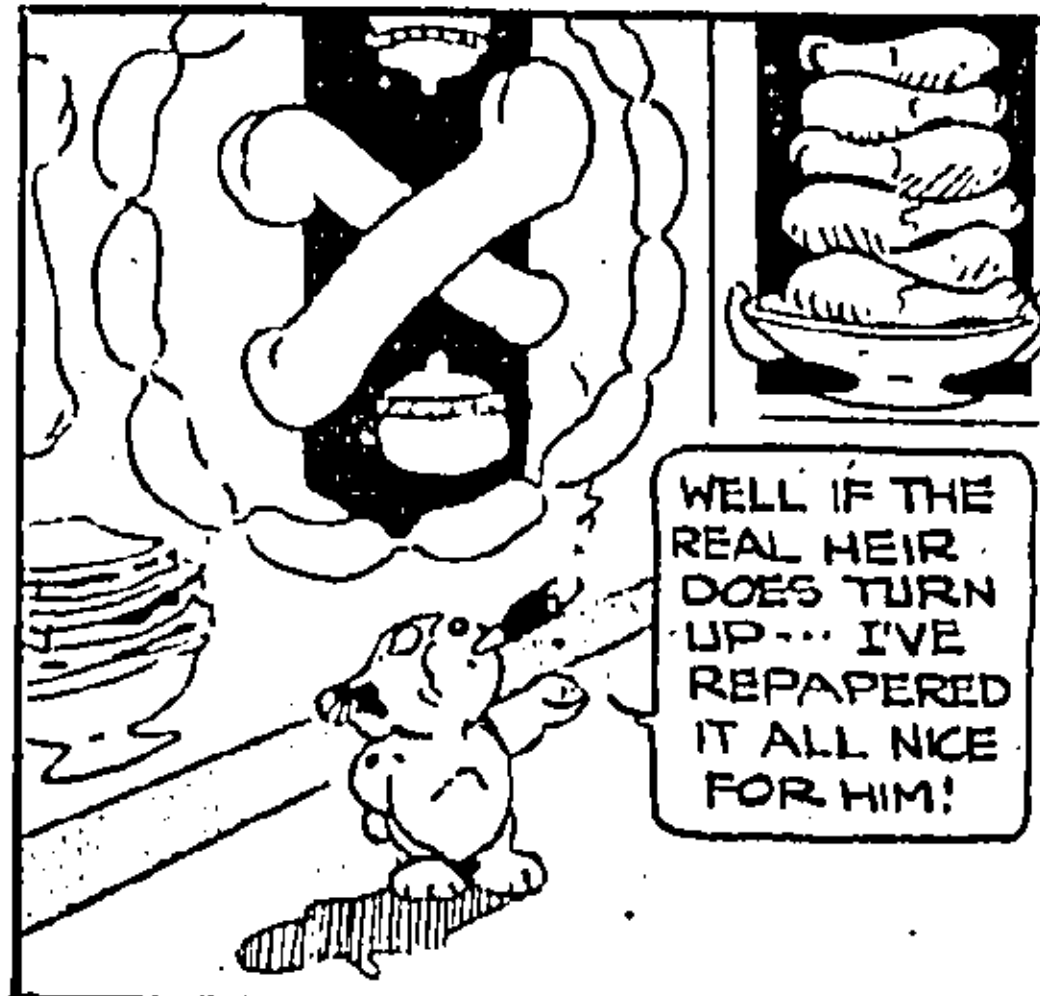
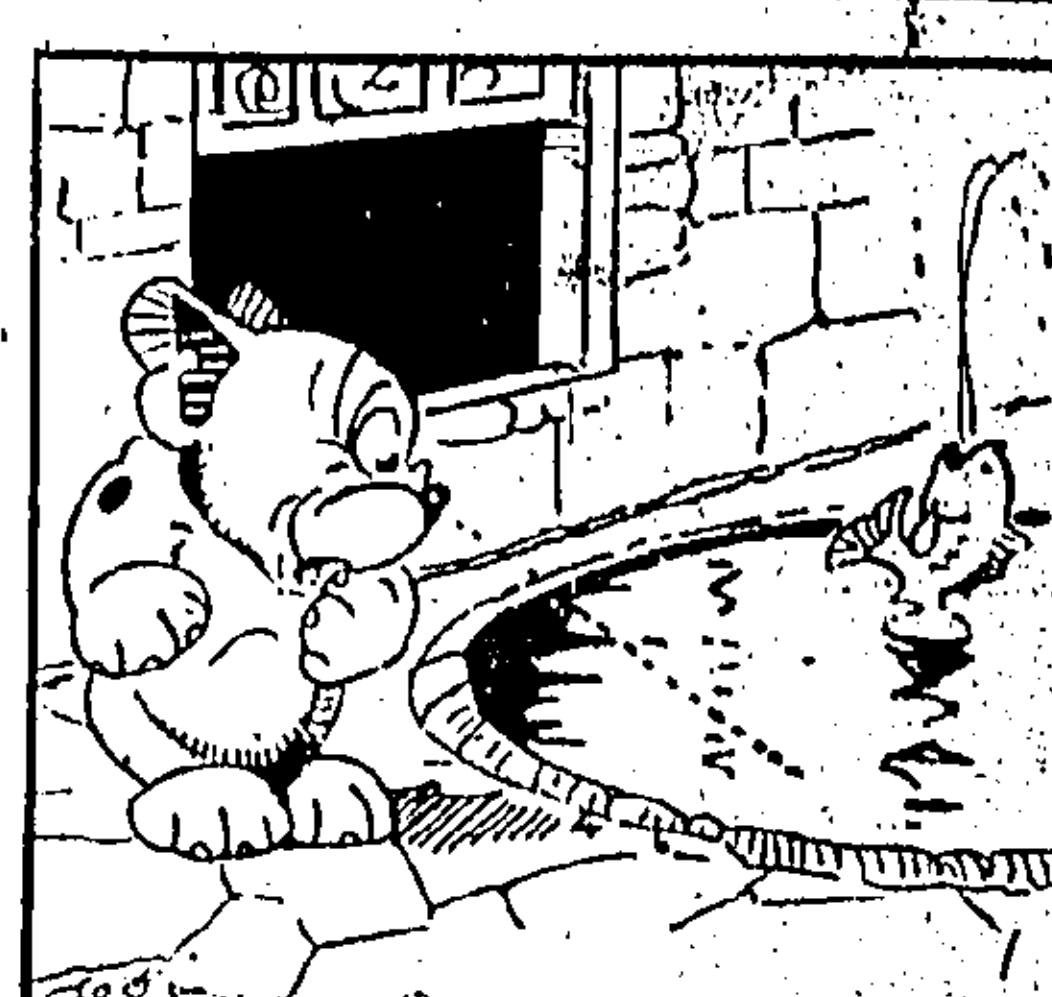
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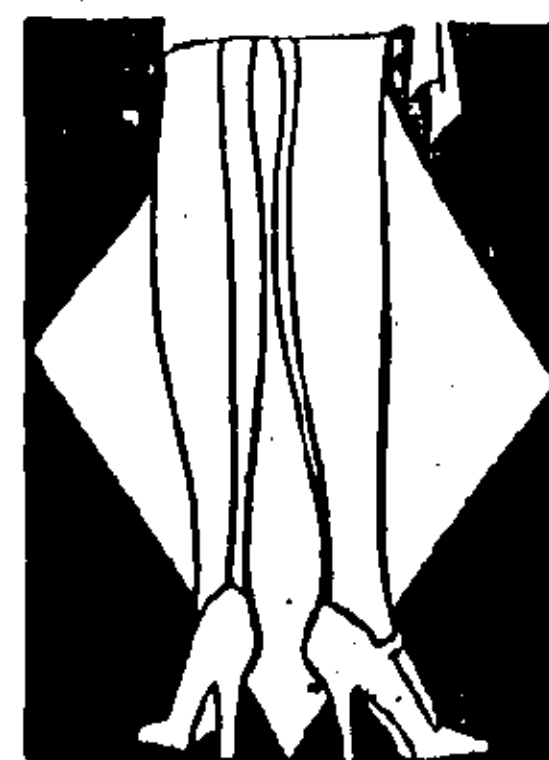


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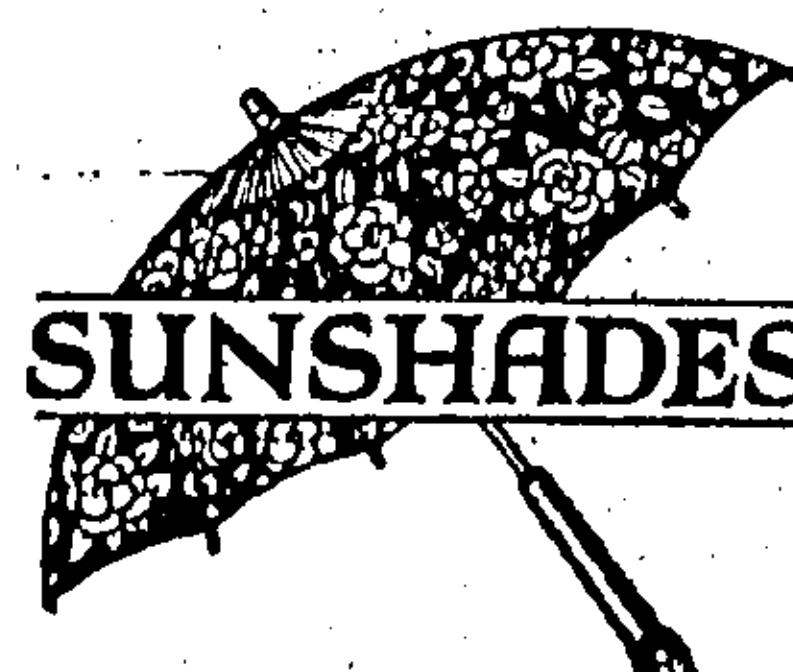
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etc.,
etc.,

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PATTERNS.



CALL AND INSPECT AT WHITEAWAYS. THE STORE FOR VALUE.

ROUND THE GLOBE IN PICTURES

German Industrial Mission.



Members of the German Industrial Mission, representing the Federation of German Industries, were guests of honour at a banquet given by leading Chinese merchants and industrialists at the Chinese General Chamber of Commerce building, Shanghai, following their arrival in Shanghai on Friday, April 11. The Mission, headed by Herr Heinrich Reitzmann, comprises foremost experts in various branches of industry and commerce in Germany, and have come to make an investigation of China's industries.—(C. H. Wong).

The Happy Day Soon.



Alice Day, lovely screen star, who will wed Jack Cohn, broker, in Paris, according to an announcement in Hollywood, made by Mrs. Irene Day, mother of the actress.

A Family of 21.



Uncle Sam's immigration officials had a busy time of it when this family of Belgians decided to forsake their native land for the new world. Mr. and Mrs. De Ben Van Hul are shown seated in the foreground with their 21 children assembled about them. Note that all appear well, strong and happy—though a trifle serious. The picture was taken before the Van Hul home in Bazel, Belgium.

Marking the Conclusion.



Marking the conclusion of a most successful season, the "Hermes" Football Club held its annual dinner at the Pownall Club, Shanghai, recently, when a large number of members and their friends attended to celebrate the occasion.—(Crown-Rembrandt Studio).

Shanghai "Y" Campaign Dinner.



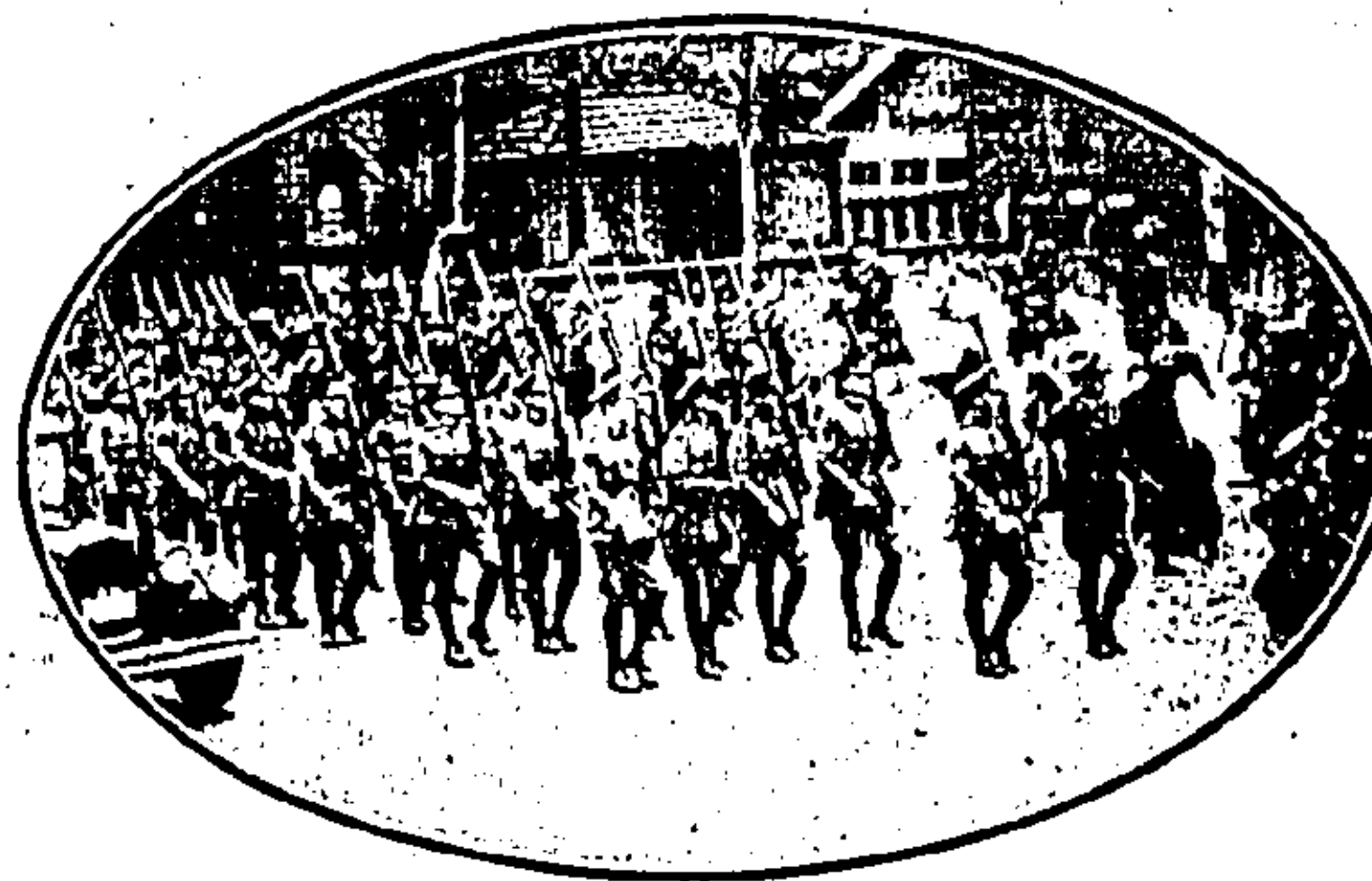
More than 100 persons, mostly captains and members of the teams, were present at the dinner which was held at the China Union Building in celebration of the triumphant success of the 80th annual membership and finance campaign of the Shanghai Y.M.C.A.—(C. H. Wong).

Colourful Mexican Pageant.



His broken jaw still in bandages, President Ortiz Rubio of Mexico is shown making his first public appearance since his inauguration, as he presented the Mexican flag to athletes who left for Cuba to take part in the Central America international competitions. He narrowly escaped death while driving home from his inauguration when a young assassin fired several shots into his automobile, injuring the new President and several members of his family.

S.V.C. Route March.



The annual route march of the Shanghai Volunteer Corps was held in the western district, when more than 1,000 volunteers from various units undertook the march from the Race Course. Photo shows one of the infantry units marching past the saluting base at the junction of Gordon and Bubbling Well Roads.—(Ah Fong).

Peace Mission.



Dr. Nicholas Murray Butler, president of Columbia University, as he sailed for Europe to study plans for international peace in the interests of the Carnegie Foundation.

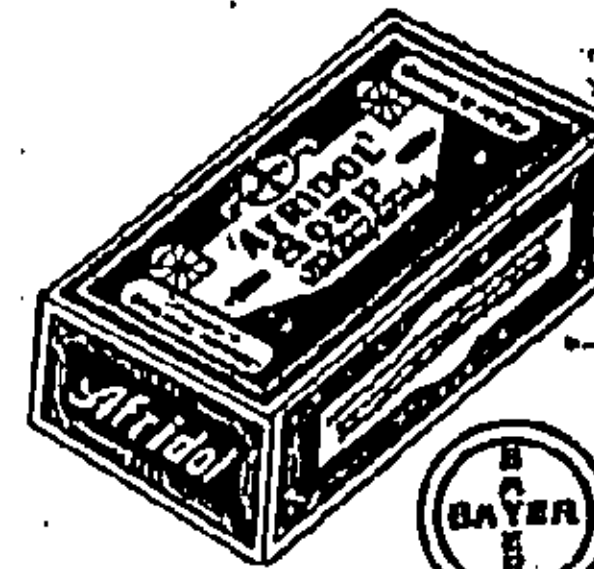
For Prickly Heat

And numerous other skin troubles of tropical regions—all kinds of eczema, yaws, ringworm, boils—the effective antidote has been found in 'Afrido' Soap. The many

imitations which are offered as "just as good" lack the outstanding qualities of 'Afrido' Soap, which still represents, at the present day, the only effective and successful specific against prickly heat.



The Bayer Cross is a guarantee of efficacy.

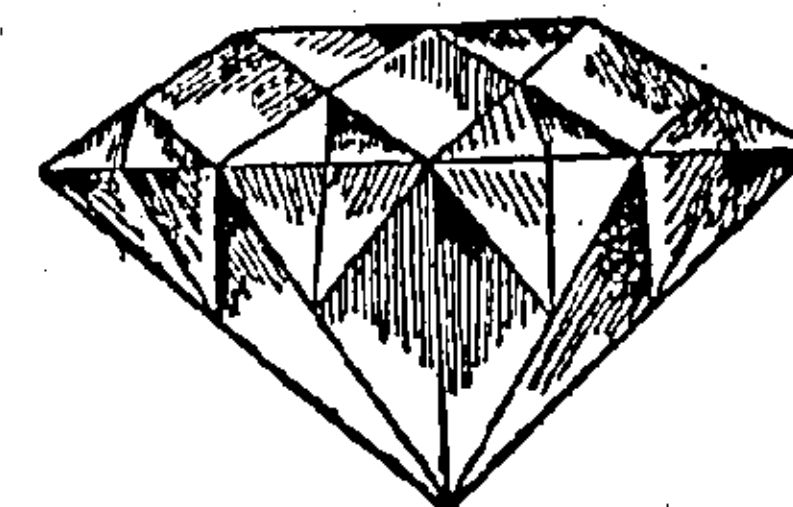


INVEST YOUR DOLLARS IN DIAMONDS

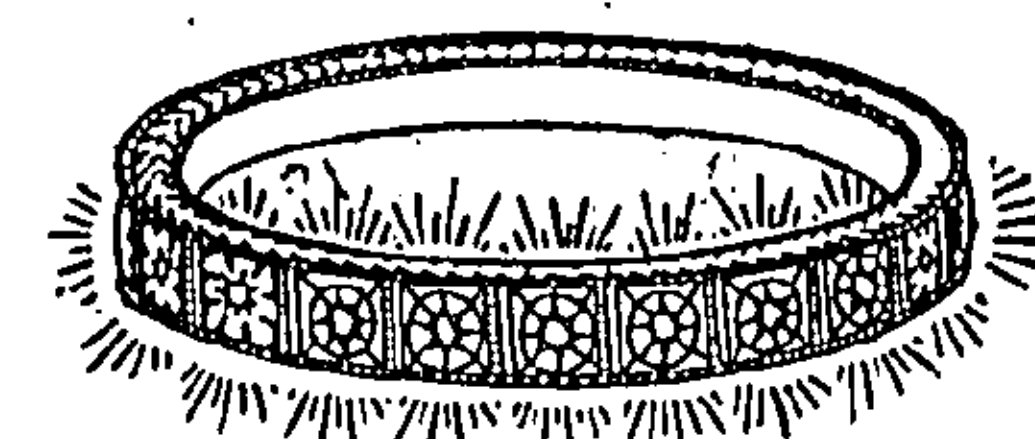
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HORRORS OF WAR.

Flying Bombs Like
Aeroplanes.

Engines of Death.

Clockwork "Brain"
Control.

It has been revealed in London that there are at the moment being forged in secret the most appalling weapons of war ever devised by man.

Death, winged and terrible and despatched from afar; death, defying all defence and raining merciless from the sky on some great enemy city—such is the latest conception of science now in process of realisation.

The new horror is the flying torpedo—a giant armoured aeroplane that functions without a crew, its engine and course controlled by a clockwork "brain," and its hull a more receptacle for bombs.

Robot Warfare.

We have for long heard of flying devices which enable aeroplanes to be navigated for long distances, with absolute precision, without a human hand touching their controls.

As a further development of such astonishing devices, the gyroscopes and other mechanism of which render them almost human, there is now being evolved in secret apparatus which, should the world become involved in war, will bring terror and death to the great areas of population with a mechanical precision which will be pitiless, never-ceasing, and almost impossible to intercept.

The new horror will be a bombing aeroplane without a crew—a huge, engine-driven projectile which one might liken to an enormous flying torpedo.

In such a machine the hollow metal hull will contain no space for any human occupant. It will simply be a receptacle for a heavy load of bombs. On either side of the tapering, streamlined body will be metal wings; in the bow will be an engine and propeller which will operate automatically; and at the rear will be control surfaces which will also be automatic in their action.

Protection for the "Brain."

Inside the hull, placed carefully in a protected and armoured container, will be the mechanical "brain" which will control this winged bomber as it rushes high through the air. The gyroscopes in the mechanical "brain" will establish electrical contacts instantly the machine shows any tendency to deviate from its course, and these in turn will cause a compressed-air mechanism to function which will move ailerons, elevators, or rudder and so keep the pilotless craft in equilibrium upon an accurate course.

For governing the action of the "brain" a clockwork device will be installed which will be set before-hand to operate at any given time. After a predetermined distance has been flown this will cause the engine to stop and the machine, with its deadly load, to tilt down and fall with a crash.

It is now becoming possible to combine with the gyroscopic form of control another device which operates in somewhat the same way as do the paper music-rolls which we pass through our automatic pianos.

Obtaining meteorological data as to wind-strength and other conditions at varying altitudes along the course which the aerial Robot is to follow, those controlling the flight of the winged projectile will perforate a paper strip before it is launched. This strip will be inserted in an apparatus provided in the machine and will constitute a special series of "instructions" for the flight.

Implicit Obedience.

These "orders" the machine will obey implicitly as its interior machinery causes the paper strip to unwind.

It will be possible, for example, to make the aeroplane fly a certain distance at a predetermined height and then climb automatically to some higher altitude. It may also be made to proceed for so many miles in one direction, then alter its path and fly for a certain time on another course, and afterwards, if necessary, resume its former path.

Such mechanical methods of control, as compared with the wireless control systems with which "experiment" is also being made, have the advantage that they would not be subject in war to the powerful "jamming" which would be adopted as a defensive measure. On the other hand, such complete precision in guidance may not be possible with them as with wireless control; but it is reckoned that they could be set beforehand so as to reach any such big targets as the London area.

RICH ON WHISKY.

Lord Dewar's Rise to
Fame and Wealth.

GREAT RACING OWNER.

Lord Dewar, whose death occurred recently, was by profession a distiller of whisky, but by world-wide fame an orator and a wit.

Thomas Robert Dewar came to London from Perth, his birthplace, in 1887, when he was twenty-three. He was the fifth son of John Dewar, the founder of the well-known distilling company, and he came to organise and extend the London business of the firm while his brother, afterwards Lord Forteviot, remained in charge in Scotland.

In both countries the business prospered exceedingly, and Dewar rapidly became a prominent person in the City. After sitting for three years on the London County Council, he served as sheriff in 1897, but did not go on to the dignity of Lord Mayor. He had been unsuccessful in a candidature for Parliament in 1890, but entered the House of Commons as a conservative in 1900 and remained there till the great defeat of his party in 1906.

Magnate and Artist.

Meanwhile Dewar continued to take the leading part in the development of the many related undertakings connected with his family business. At the time of his death he was managing director of John Dewar and Sons, a director of Buchanan-Dewar, Ltd., the Distillers Company, Limited, and the Licences and General Insurance Company, Limited.

But his political and commercial activities did not interfere with a wide range of other interests. He made a hobby of painting, and once succeeded in getting a letter delivered to Sir Thomas Lipton by merely drawing on the envelope a portrait of the addressee with a request to the Post Office to "find this man."

Lord Dewar was famous for his generosity and public munificence, one of his most noteworthy benefactions being his presentation of the historic Kinnoull to his native city of Perth.

His Epigrams.

He kept a successful racing stable for many years and was a popular figure on the turf; but he never betted.

He was also interested in coursing, keeping a large kennel of greyhounds; and he contributed largely to raising the Sealyham terrier to its present height of popularity.

But it was as an epigrammatist and after-dinner speaker that Lord Dewar was most widely known. His witticisms have been quoted by hundreds and have added the term "Dewarism" to the English language.

They ranged over all human activities. Each had its own particular sting, as:—

The goal of every man is to make money faster than his family can spend it—a few succeed.

When there is nothing more to be said, some fool always says it.

No man who can borrow money easily ever wants it badly.

Fish stimulates the brain, but fishing stimulates the imagination.

The greatest mistake you can make in this life is to be continually fearing you will make one.

Life is made of trials, with an occasional conviction.

Lord Dewar was knighted in 1902, created a baronet in 1917, and raised to the peerage in 1919. But since he never married his hereditary honours become extinct.

"TOMMY."

A Lovable and Cheerful
Soul.

[By Edgar Wallace.]

Lord Dewar's death comes as a terrible shock. It was only the other day I had a wire from him. He had been very ill, and I think it was the first time in many years that he had not wintered abroad.

He was one of the most cheerful souls I have known, and one of the witliest.

Home-stall, his beautiful little house at East Grinstead, he loved, and Abbot's Trace was the pride of his eye.

His wit was proverbial. His cheerfulness, even in the moments of suffering, was such that you never imagined he could be so ill. He loved racing, and had intended to be at Newbury to see Aristotle run for the Cup.

There was no more lovable soul in the world than "Tommy." He was a member of the Jockey Club, an honour of which he was justly proud. He had large interests in Africa, and was a very keen big-game shot. Home-stall is full of the trophies of his gun.

EGYPT'S FATE.

Dangers of a New Treaty
Foreseen.

PESSIMISTIC OUTLOOK.

Labour May Further Surrender
British Rights.

[By Sir Percival Phillips.]

Great uneasiness is felt in British circles in Egypt as to the outcome of the negotiations with Nubas Pasha, the Prime Minister, and his delegation now in London for a new treaty between this country and Great Britain.

Nubas Pasha left Cairo with a formidable list of demands which go far beyond the limits of the treaty concluded with Mahmoud Pasha, his predecessor. Members of the extremist Wafd Party, which is now in power, are boasting that they will sweep away every vestige of British authority and restore to Egypt her "complete independence." Such statements coupled with the fact that anti-British feeling in the ranks of the Wafd is stronger at the present time than ever, naturally fill the members of the British community with alarm.

Officials Baffled.

It is feared that Mr. Henderson, the Foreign Secretary, may be deceived by the conciliatory attitude of Nubas Pasha and his colleagues into making a further surrender of British rights in Egypt. Their expressions of friendship in London find no response in the hearts of their followers in Cairo. British officials in the Egyptian service are still being baited systematically and their lives made unendurable. Several have already resigned, and others have said privately that they cannot continue indefinitely.

Egyptians in the lower strata of the Wafd have declared openly to British acquaintances: "Wait until the treaty goes through, and see how we shall get our own back. You will find what it is like to have us as masters." Such threats by responsible people are an ominous forecast of the policy of an independent Egypt run by extremists.

Corrupt Courts.

One of the greatest dangers of the present situation is Nubas Pasha's effort to secure the abolition of the Mixed Courts. If he succeeds, British subjects will be at the mercy of the corrupt and inefficient native courts, which are abhorred by the Egyptians themselves. The latter whenever possible take their litigation to the Mixed Courts rather than trust it to their own judges.

The evils of native, civil and criminal procedure have been made clear in reports prepared by several official committees set up by the inspiration of the late High Commissioner, Lord Lloyd. British residents are asking whether these reports have been made use of by the Foreign Office and if the abuses they disclose are known to Mr. Henderson.

If British subjects were put under the jurisdiction of native criminal courts, they would be liable to prosecution on false charges supported by false evidence, as happens frequently to-day as the outcome of a disagreement between Egyptians.

Safeguards Needed.

The necessity of settling outstanding Anglo-Egyptian questions by treaty is fully recognised and the British community is anxious for an agreement which will concede all just demands, but the importance of safeguards cannot be overestimated.

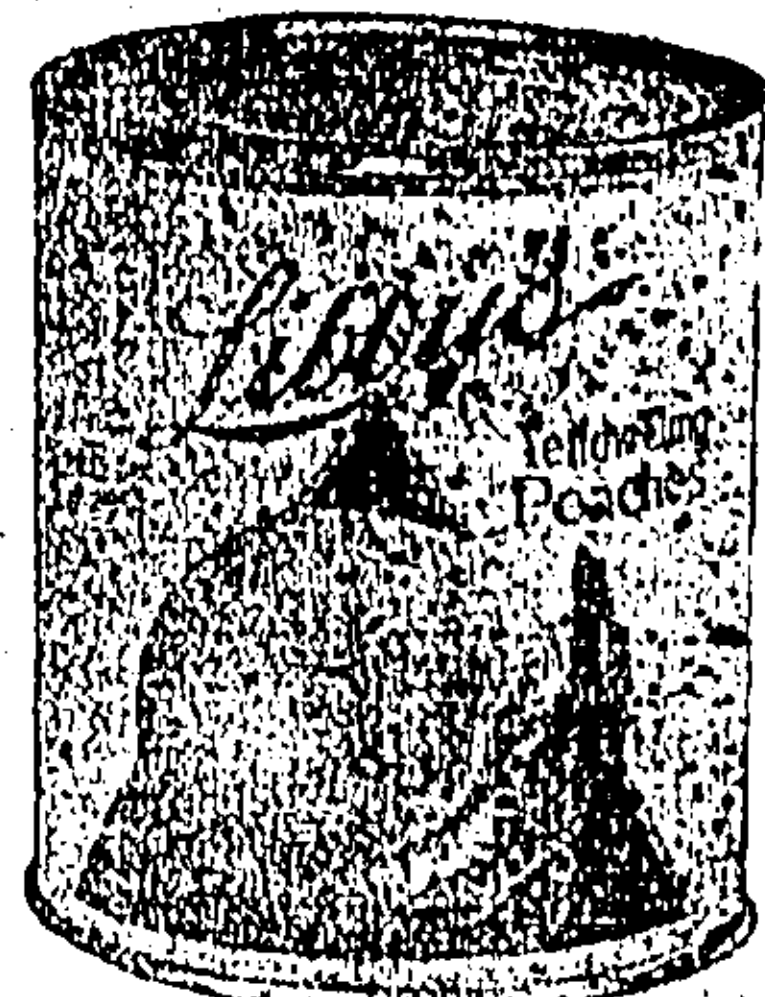
The future is regarded with justifiable pessimism, because of the aggressive attitude of the Wafdists and their obvious disinclination to enter upon a new phase of Anglo-Egyptian relations in the spirit suggested by Nubas Pasha's florid protestations of good will.

"CHEERO" ENTERTAINMENTS.

A series of Whist Drives is being held at the "Cheero" Naval and Military Canteen, City Hall, every Tuesday, commencing at 8.30 p.m. An informal dance is held every Thursday at 8 p.m. During the winter a number of special dances have been organised, and the last of these for the present season will be held on Friday, May 23, commencing at 8.30 p.m. at the City Hall. The charge for admission is \$1, including refreshments, and tickets are now on sale at the canteen. A hearty invitation is extended to all Service men.

The Rev. Owen Manby, rector of Cliffeby, Yarmouth, charged at Ropesby, Norfolk, with taking the topplings of trees out on land belonging to Mr. F. Key, of Hall Farm, Mundham, was ordered to pay \$1 towards the costs, the magistrates stating that it had not been proved that he had any felonious intent.

Hull's population was increased by 7,500 recently, when the city boundaries were extended.



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CHOICE GRADE
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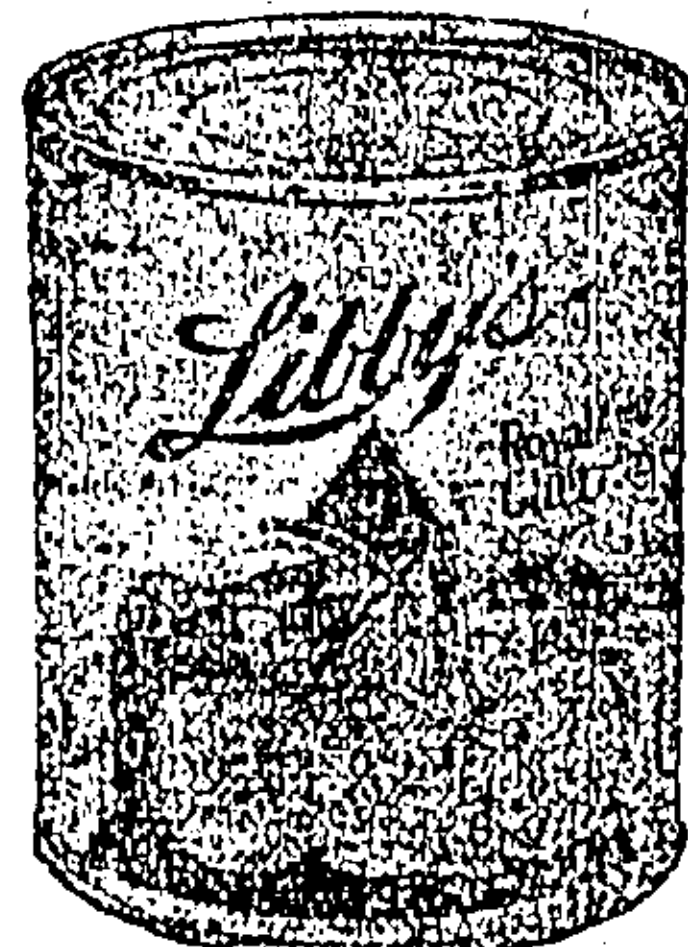
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"PRIVATE" SWEEPS.

Consternation and
Amusement.

MR. CLYNES IN ACTION.

The Home Secretary's warning that all sweepstakes must in future be strictly private, has caused consternation among a wide public who have regarded the sweepstake as an establishing institution.

A prominent City man who is an authority on the subject smiled when the Sunday Pictorial asked his opinion.

"How can you keep the sweepstake private," he asked, "when members of an organisation can dispose of their tickets—or numbers as the case may be—as they like?"

"Of course, in the case of the Calcutta Sweep the British Government has nothing to do with it. Whether it can prohibit banks in this country from dealing in its numbers, is a question which may at once arise, in view of Mr. Clynnes's warning. It is doubtful if the fact that a bank only acts in this matter for its customers will be accepted as justification.

"In the Calcutta Sweep there are elements of chance outside the draw. The actual holder of a ticket is a man on the spot whose integrity may be undoubted; but the introduction to him may have been effected by the ultimate purchaser through several agents.

Gambling Transaction.

"There was the case of a Birmingham man some years ago who had to go to India to collect his big win.

"No purchaser of a Calcutta Sweep 'ticket' can safeguard his position. It is a gambling transaction, and no bargain is binding if it is contrary to law."

The manager of the Chartered Bank of India, Australia and China, said to have had large dealings with Calcutta Sweepstakes chances, declined to say anything whatever in reply to the Sunday Pictorial's question.

A Westminster Bank manager stated that they had received instructions some time ago to have no further dealing with the Calcutta Sweep.

"It is not banking business," he remarked, "and as we got no commission there was nothing in it for us."

Organisers of charity sweeps are closely interested, but an authority pointed out that a way out of the difficulty lay in the adoption of some scheme as the Stock Exchange "Help Yourself Society."

According to Admiralty Fleet Orders, Chief Petty Officer Cook Gillman obtained full marks and a possible for also in the annual bread-making competition of the Atlantic Fleet.



**WILL'S
GOLD
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CIGARETTES**



FOR ALL TIMES IN ALL CLIMES

PASSENGER LISTS

ARRIVALS

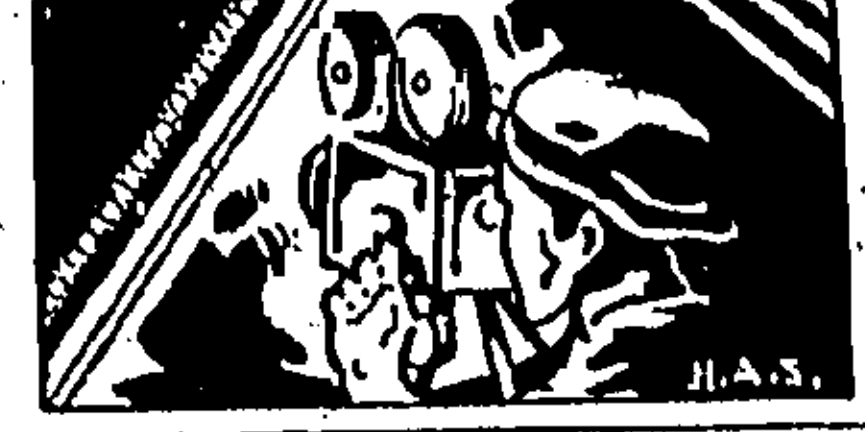
Per s.s. President Polk yesterday:

Mr. George A. Allan, Mr. Albert Henry Compton, Master Charles Compton, Miss Suzette Compton, Mr. T. Y. Deane, Mr. Vernon H. Donnelly, Mr. Gibson Fahnestock, Mr. L. Chace Grover, Mr. Martin R. Nicholson, Mr. dos Remedios, Mr. Cyril R. W. Thomson, Mr. and Mrs. A. A. E. Buurman Van Vreeden.

DEPARTURES

Per s.s. Kashima Maru for Europe on May 3:—
T. I. H. Prince and Princess Takamatsu, Miss Y. Yamaki, Mrs. T. Ochiai, Mr. Y. Ishikawa, Mr. T.

Yamagata, Mr. I. Tomita, Mrs. W. L. Brownwell, Mr. A. W. MacPhail, Mr. T. Kigami, Mr. B. Suzuki, Mr. and Mrs. S. Okada, Mr. and Mrs. Y. Otazuro, Mr. and Mrs. N. Mizuta, Mr. and Mrs. Y. Kurimoto, Mr. T. Yamamoto, Mr. S. Ananuma, Mr. S. Kase, Mr. K. Kawasahi, Mr. M. Kuroda, Mr. C. Shibuya, Mr. K. Mizuno, Mr. T. Sakamoto, Mr. R. Ponsonby Fane, Mr. C. E. Minny, Mr. R. F. S. Helldand, Mr. and Mrs. M. Harrington, Miss V. Harrington, Mr. W. M. Hill, Mr. K. G. Davis, Mr. Y. Tanashima, Mr. Matsui, Mr. Tito da Silva Poinros, Mrs. D. J. Evans, Mr. M. Yamaguchi, Mr. K. Yoshino, Mr. Y. Kobayashi, Mr. K. Kaloh, Mr. Y. Kanemasa, Mr. B. Hamabishi, Mr. and Mrs. D. D. D. Suito, Mr. K. Kimijima, Mr. I. Hirayama, Mr. E. Watari, Mr. M. Thomas Tchou, Mr. Saou Ching Dju, Mr. and Mrs. M. J. Kennedy, Mr. T. Hanagawa, Mr. N. Numakoshi, Mr. G. Kozumi, Mr. K. Katsumi, Mr. G. Kishikawa, Mr. K. Kobayashi, Mr. K. Katsoka, Mr. P. A. McClelland, Mr. and Mrs. F. Okawa, Mr. and Mrs. K. Nagano, Mr. J. R. Lumkjo, Mr. Chr. Christensen, Mr. B. Emil Schultz, Mr. P. A. Demsgaard, Mr. and Mrs. A. S. Pearson, Miss B. Pearson, Mr. I. Ozata, Mr. K. Amano, Mr. T. Nakamura, Mr. C. J. Boalo, Mr. Jensen, Mr. J. Alexanderson, Mr. T. Kashiwano, Mr. M. Tsuji, Mr. K. Takahashi, Mr. M. Yokota, Miss M. Uno, Miss M. Mizushima, Mr. and Mrs. N. Wolman, Mr. M. Joho, Mr. F. Taniro, Mr. and Mrs. T. Mori, Mr. C. Haezregor.



MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

Daily at 2.30, 5.10, 7.15 & 9.20

To-day and Tuesday:—"One Hysterical Night," Reginald Denny's uproarious farce of a rich heir's night of despair in a lunatic asylum.
Wednesday to Saturday:—"The United Artists' production, "Condemned," featuring Ronald Colman supported by Ann Harding. The story of strife and romance on Devil's Island.

WORLD THEATRE

At 2.30 & 7.15 Interpreter
At 5.15 & 9.20 Orchestra

To-day and to-morrow:—"George O'Brien and Nora Lane in a thrilling drama of smugglers and romance, "Masked Emotions."
Tuesday and Wednesday:—"The Midnight Rose," a pleasing combination of romance, mystery and thrills. With Kenneth Harlan and Lea de Pault.

Thursday to Saturday:—"The Big City," Lon Chaney's gripping drama of the underworld. With Marceline Day, Betty Compson and James Murray in the supporting cast. At the 5.15 and 9.20 performances only.

STAR THEATRE

Special Matinees on Saturday and Sunday at 2.30 p.m.

Daily at 5.30 and 9.20

Sunday and Monday:—"Tom Mix and Tony in "Hello Cheyenne," a story of Adventure and Western chivalry at its best.
Tuesday and Wednesday:—"Frisco Sally Levy," a sparkling comedy romance of Irish-Jewish life. With Sally O'Neil, Roy D'Arcy and Charles Delaney.

Thursday to Saturday:—"Love," a lavish screen version of N. Tolstoy's famous novel "Anna Karenina." Starring John Gilbert, Greta Garbo and George Pawcett.

"CONDEMNED" TALE OF DEVIL'S ISLAND.

Following close on his tremendous success of "Bulldog Drummond," Ronald Colman's latest starring picture "Condemned" comes to the Queen's Theatre on Wednesday. It was produced by Samuel Goldwyn. Set as it is in the famous French penal colony of Devil's Island in South America, with a brilliant cast of stage and screen favourites, "Condemned" is said to be Colman's greatest picture.

Colman's role is that of a dashing French thief sent to serve a term in the hideous prison which the French call "The Island of Living Death." Opposite him in the cast is Ann Harding, noted Broadway stage star, whose stage performance in "The Trial of Mary Dugan" made her internationally famous, and who had been lately successful in her first picture, "Paris Bound." Louis Wolheim, favourite character actor, has another prominent role, as also has Dudley Digges, star of the New York Theatre Guild.

A famous author and a famous playwright are responsible for the story of "Condemned." Sidney Howard, Pulitzer Prize winner with his play, "They Knew What They Wanted," adapted the story to screen form from "Condemned to Devil's Island," last year's best-selling novel of life in the French penal colony by Blair Hillel.

Wesley Ruggles was director of the picture. The fever-infested swamps which make escape from Devil's Island practically impossible, the sordid horrors of prison ship and aqueducts, combined with the growth of a pure love between a convict and a beautiful girl, give "Condemned" a unique and picturesque quality. It's settings, designed by William Cameron Menzies, are said to be the most striking work ever done by this world-famous artist in pictures settings.

Devil's Islands, locale of "Condemned," is the prison where the most desperate French criminals are sent, mostly on life sentences, to live under conditions which doom most of them to early death. It came prominently into world notice some thirty years ago as the place to which Alfred Dreyfus was sentenced, and again before the war when Eddie Guerin, international crook, succeeded in making good his escape from its tolls.

DENNY'S BEST FILM OPENS AT COLONY.

Reginald Denny, appearing as "Napoleon" at a fancy dress ball, is "framed" as a real nut by persons wishing to steal his \$3,000,000 inheritance. When word gets around that he really thinks he is "Napoleon," the others present, also representing famous characters from history, band against him and precipitate a series of hilarious escapades.

There, in a sentence, you have the striking situation that is productive of prolonged howls of laughter in "One Hysterical Night," Universal all-talking comedy starring Denny, now showing at the Queen's Theatre. No more funnier situations could be imagined than those that develop when Denny discovers the plot against him. There is a hilarious sequence in which Paul Revere makes his wild ride on a swayed-backed horse and another in which William Tell begs a bow and arrow from Robin Hood and attempts to perform his well known apple shooting trick with the apple setting on Denny's head. Then, too, there is a bridge game between Denny, the Duke of Wellington, Salome and Josephine that is a riot.

Dainty Nora Lane plays opposite Denny in the role of his "Josephine." She also thinks he is cuckoo, but falls in love with him nevertheless. Needless to say, Denny doesn't treat Miss Lane as Napoleon did his Josephine. There is a sweet romance between the two that runs parallel with the story, which, by the way, was written by Denny himself. Denny also wrote the dialogue. It's clean fun throughout the picture. One of the most impressive sequences is that in which "Paganini," the famous Italian violinist plays a delightful "sound back-ground" to a romantic tete-a-tete between Denny and Miss Lane.



THE HOLLYWOOD REPORTER.

Squire Chic Sale, the specialist, is going back home, having finished all the jobs he had lined up in town.

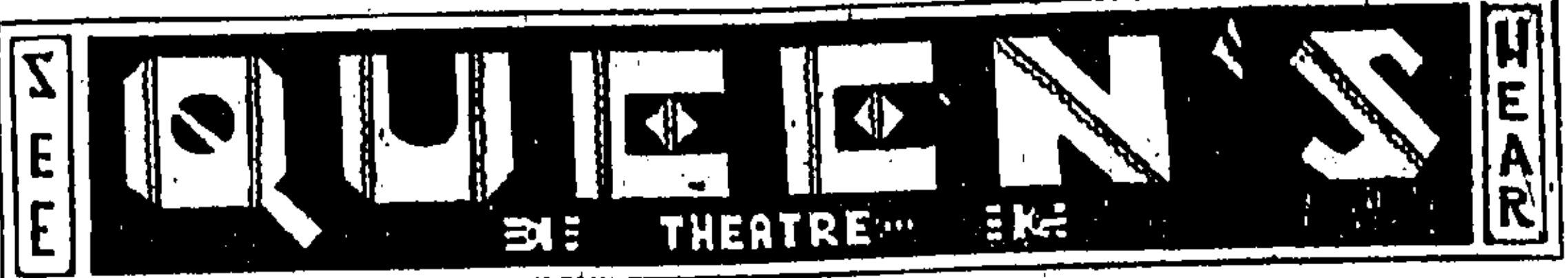
Owens, the Gallic M-G-M custodian, is having trouble with his accent now that the place has gone British.

Chiff Edwards, the phonograph man, is moving to a place where there won't be any swimming pool for his friends to fall into.

Charles Bickford is going to send Ye Ed an embalmed sea elephant from Guadalupe, he says.

De Witt Jennings, playing "Wallace" the guard, in Metro-Goldwyn-Mayer's "The Big House," has to lift and carry Robert Montgomery in this, his most important role to date on the screen. History repeats itself—because he first won stage fame carrying Olga Nethersole upstairs in "Sappho."

Frank McGlynn, famed for his stage characterizations of Abraham Lincoln, appears for the first time sans hirsute adornments as the professor in "Good News," being filmed by Metro-Goldwyn-Mayer. Edgar MacGregor and Nick Grindo, co-directors, pronounced McGlynn "just the type" without any make-up whatever other than spectacles.



TO-DAY TO TUESDAY

CARL LAEMMLE presents

REGINALD DENNY



What could be funnier?
What more romantic?



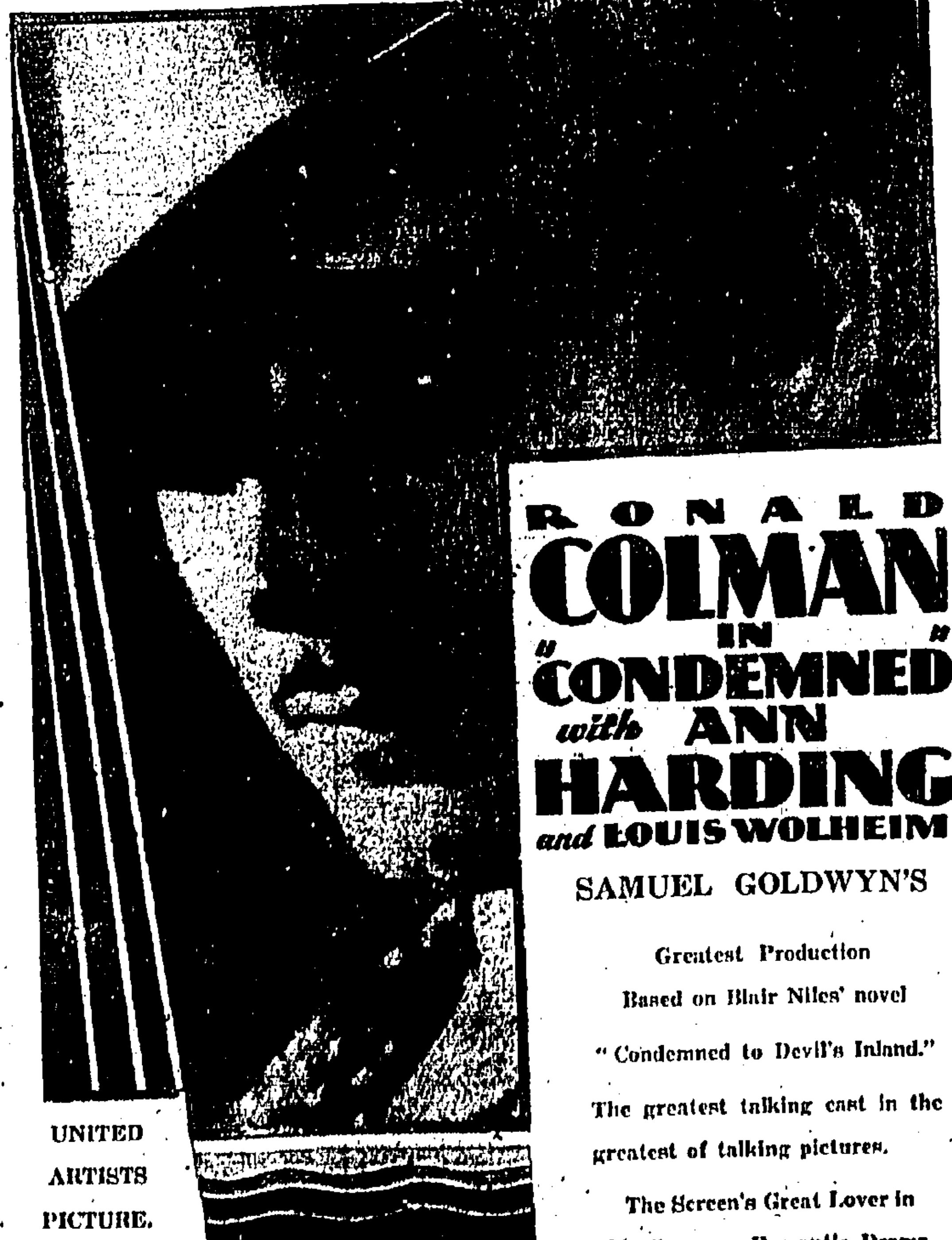
SHE thought he was somebody else, and he thought she shouldn't be what he thought she was. But it was love at first sight—and the complications that arose during one of the most hilarious costume parties you ever dreamed of will keep you laughing as you've seldom laughed before. Here's a peach of a picture, with Nora Lane. Made from a story by Reginald Denny himself. A William James Croft Production.

WEDNESDAY TO SATURDAY

Greater Than

"Bulldog Drummond"

See and Hear Ronald Colman in his most romantic part—a dashing, debonair renegade redeemed by a great love.



RONALD COLMAN
IN
"CONDEMNED"
with ANN HARDING
and LOUIS WOLHEIM

SAMUEL GOLDWYN'S

Greatest Production

Based on Blair Niles' novel

"Condemned to Devil's Island."

The greatest talking cast in the greatest of talking pictures.

The Screen's Great Lover in his Supreme Romantic Drama.

"HELLO CHEYENNE," A WESTERN CLASSIC.

Tom Mix, rated as the world's best known horseman, because his screen dramas are shown in more than 1,200 theatres every day in the year, is now appearing in "Hello Cheyenne" at the Star Theatre.

A Westerner, born in the West, reared in the West, Mix "lived his own life," in the vast open spaces and caught all the virile, clean-minded drama and romance which he took to the screen when he decided to be a motion picture actor.

Few animals have developed such a film fan following as Tony, the horse which appears in all of Mix's pictures. He is a perfectly formed animal with an unusually developed mind, which grasps situations and gives him power to do his own thinking. It is this horse sense and horse personality that has made him one of the film favourites of the world's theatre patrons.

The cast of "Hello Cheyenne" includes Caryl Lincoln, Jack Baston, Joseph Girard, Al St. John, Martin Faust and William Carless. Gene Forde directed the production.

"FRISCO SALLY LEVY."

Tuesday's Attraction at the Star.

There have been Jewish-Irish stories galore on the screen—some humorous, some tragic—most of them interesting. But it was for William Beaudine the director, to combine them into one. Beaudine suggested this when he directed "Little Annie Rooney"—but he put the idea into very glorious effect when he directed "Frisco Sally Levy."

The new feature, with Sally O'Neil in the title role, is the chief attraction at the Star Theatre from Tuesday.

Sally O'Neil, as the pliant little daughter of a Jewish father, and an Irish mother, has one of the greatest roles she has ever played. She is heady, tomboyish, captivating—and still with the capability of intense emotion, as the remarkable scenes showing her return to her sick mother demonstrate.

Roy D'Arcy plays the role of Mr. Gold, a rather selfish stock broker, and Charles Delaney who is seen as the young Irish traffic policeman in love with Sally, does a finely balanced bit of acting. The story has a charm all its own and is one that will be remembered. It weaves humour and pathos into a beautiful little romance played among humble people—a literal cross section of life.

"LOVE."

Based on Tolstoy's Famous Novel.

John Gilbert and Greta Garbo, who as a team scored one of the sensational successes of the year in "Flesh and the Devil," and whose real-life romance immediately following furnished gossip for film fans the world over, appear again before the camera, for the first time since, in "Love," Metro-Goldwyn-Mayer's spectacular filmisation of "Anna Karenina," Tolstoy's classic of Russia, which comes to the Star Theatre on Thursday.

The new picture, one of the most gorgeous and spectacular film romances of the season, presents both in roles that perhaps fit them better than any others that could be imagined. Gilbert, splendidly, "uniformed," in seen as the debonair and romantic Count Vronsky—a role that recalls his great hit in "The Merry Widow," with Miss Garbo in the role of the tragic Anna, who sacrifices all for love, only to be dogged by a strange and sinister doom.

Edmund Goulding directed the new picture, which was staged on a lavish scale. The cast is notable, including George Farnett, who played in "The Merry Widow" as the Grand Duke; Brandon Hurst as the husband, Count Karenin; Philippe De Lacy, Emily Fitzroy, and others of note.

Among the players are several interesting characters; Prince Youcen Troubetzkoy, playing a staff officer; General Michael Plischkoff, former Russian army commander, who fled from the revolution, and General Theodore Lodi, another Russian refugee, as generals on the Grand Duke's staff.

Spectacular reproductions of Russian castles, a great cathedral and other elaborate detail form a background for this vivid story of the love between a young count and the heroine of this vivid play. The picture is one of the most pretentious productions of the new season, and one of the most interesting screen dramas of years.

Another rare sight of Hollywood—William Haines in a beret.

Flying Flits, Flashing Guns Punctuate Exciting Story of Smugglers and Sweethearts.

Fox Films brings about a happy alliance when it gives George O'Brien the chief role in a story by Ben Ames Williams, for it is hard to think of any other actor who exemplifies better the kind of brave, venturesome hero that Mr. Williams sometimes chooses to portray for the delight of readers of the Saturday Evening Post.

"Masked Emotions," based on the writer's serial, "A Son of Anak," which is to-day's feature attraction at the World Theatre, has Mr. O'Brien in the part of a college graduate who finds his athletic prowess of use to him in a way of which he had never dreamed when he is thrust into a net of circumstances on the Maine Coast while on a pleasure cruise with his young brother.

Fisticuffs, pistol duels, fights with shining knives, battles in the dizzy heights of a ship's rigging and hurtling dives into the sea occur during the action of this picture, which has to do with a smuggling conspiracy directed by a wily and merciless Oriental. Other characters are a girl who will not let herself be bluffed; an old master of a vessel who finds more excitement on land than he ever did on the briny deep; a mysterious stranger whose identity proves to be a startling revelation; the hero, who makes his knuckles of steel open the way to victory for him in the greatest adventure of his life, and his brother, a wistful youngster whose disappearance furnishes the initial thrill.

"THE MIDNIGHT ROSE"

Colourful Story of Gold Coast.

J. Alexander, author of the Universal picture "Midnight Rose," which will open at the World Theatre on Tuesday with Lea de Pault and Kenneth Harlan in the leading roles, lived in the actual locale of his story. The atmosphere of the pen picture, laid on the Gold Coast, is highly colourful and the two leading characters are strongly etched against the degrading influences about them. Miss de Pault is a cabaret dancer with all the tremendous longing for night life which creeps insidiously into the blood, while Kenneth Harlan is a criminal who reforms and works to bring the girl out of the sloth. James Young directed "The Midnight Rose," adding to it many deft touches from his long field of experience. The supporting cast includes Lorimer Johnston, "Gunboat" Smith, Wendell Franklin and Frank Brownlee.

LON CHANEY.

Starred in Thrilling Mystery Romance

"THE BIG CITY"

A glimpse into the underworld of New York is afforded in a graphic and enthralling play in Lon Chaney's latest contribution to the screen, "The Big City," Metro-Goldwyn-Mayer's thrilling mystery romance of night life, which comes to the World Theatre on Thursday.

Chaney again gives a masterful demonstration of his many-sided versatility. In his new vehicle he plays the part of a New York gangster leader of modern times, in a compelling characterisation.

The story, essentially a love story, teems with thrills and abounds in mystery. Chaney and his gang, in a sensational conflict with a rival gang, a sensational holdup of a popular night club, battles with the police and duels of wits with the detectives; these are all breathlessly exciting backgrounds for a charming love idyll of a boy and a girl—parts played by pretty Marceline Day, who was never more charming than as the little shopgirl in the play, and James Murray.

Matthew Betz as the rival gangster and Virginia Pearson as the night club hostess are ideally cast, as are Lew Short and Walter Percival, the detectives, and John George, as the "Arab." Alfred Allen gives a finished performance as the police chief. Among the spectacular details are the beauty ballet in the night club, a colourful spectacle.

It has paid Polly Moran to be funny throughout almost the entire history of the feature motion picture and now she is to earn her bread by her grins and her guttaws for a still further period of years. Metro-Goldwyn-Mayer have signed the Irish comedienne to a new long-term contract. The overcast Polly has just completed a co-starring engagement with Marie Dressler in "Caught Short," a M-G-M talking comedy directed by Chuck Reisner.

COMING!



COMING!



TO-DAY TO WEDNESDAY, DAILY AT 2.30, 5.30, 7.20 & 9.20 P.M.

A DIRECT HIT!



Your heart will sink with the sinking of mighty ships... suching thousands of men to death. The one great drama of the American Navy in the great war, including actual action pictures. "Convoy" will transport you to the seventh heaven of thrill.

A FIRST NATIONAL SPECIAL!

Dorothy Mackaill, Lowell Sherman
LAWRENCE GRAY, WILLIAM COLLIER, JR., IAN KEITH.
COME! SEE!

First showing of actual pictures of the American Navy in action in the greatest naval battle of the war.

Marine monsters at death-grips in actual combat.

The sea scooping up a thousand men and dropping them into eternity.

A sea giant in its fatal plunge to the ocean depths.

Smoke screens pierced by the flash of a thousand guns.

And a Love Story, mighty as the Men-o'-War!

COMING!

A SCREEN MASTERPIECE

THE WORLD'S GREATEST DRAMATIC ARTIST



A NATION PROSTRATE AT HIS FEET. Yet this mad Czar had not one person he could call "FRIEND." Courtiers curried his favour. Courtesans cavilled for his privileges. Peasants trembled at his name. This Czar who made his palace a mad house. This Czar whom Jannings, with his great power for portrayal, has brought to life again on the screen.

DOROTHY MACKAILL.

Bluffed Way Into 'Follies' Role.

Dorothy Mackaill, featured in "Convoy," at the Majestic Theatre, Kowloon, to-day, was born in Hull, about 23 years ago. At an early age she showed talent as a dancer and persuaded her father to send her to London to study elocution and dancing. It was supposed to be a two years' course at the Thorne Academy on Wigmore Street, but after one year she decided it was time she earned some money instead of spending it. She went into the Hippodrome chorus in "Joybells" and in a short time was leading the famous "Chicken" number. While she was in the show she acted in her first picture, "The Face at the Window," made by a British Company.

When the Hippodrome closed she went to Paris where the chicken number was put on with a French revue and also did work in a French motion picture.

She went to America the next year because she heard it was "a wonderful place." All by herself, no influence, no letters of introduction, she walked in and got herself a place in two of the big chorus numbers of the Ziegfeld Follies.

While dancing and singing in the Follies she attracted the attention of Marshall Neilan, and he was her first film director in America. He gave her a part in John Barrymore's

COMEDIANS REUNITED.

Eddie Gribbon and Jack Ackroyd, who were teamed in many of Mack Sennett's early comedies, are joined again in "Convoy," the Robert Kane special for First National to which the American Navy Department lent co-operation to make the epic of the fleet's share in the War. Ackroyd's most recent role was with Syd Chaplin, as the other soldier in the shell hole, the hole that Bruce Bairnsfather thought might be improved on in "The Better 'Ole." Gribbon plays the corporal in "Tell It to the Marines," starring Lon Chaney.

JANNINGS AND LUBITSCH.

For the first time since the filming of "Passion" in 1918, Emil Jannings and Ernst Lubitsch were reunited professionally, with "The Patriot."

Jannings played a strong role in support to Pola Negri in the famous picture, and it was directed by Ernst Lubitsch. The two since have won high fame in their respective capacities, but had never made a picture together since that time. When Paramount decided to film "The Patriot," Jannings was given the starring role, and Lubitsch was secured to direct it, hence the happy reunion.

"The Lotus Eater." She appeared comedies, was in "A Woman's Worth" with Johnny Hines in the Torchy man, and also the "Isle of Doubt." Later she was featured in "The Street of New York." She played many roles opposite Milton Sills.

LOWELL SHERMAN.

Plays German Villain in Two Hits.

If Lowell Sherman, featured in "Convoy," Robert Kane's great epic of the Navy, doesn't know the German language by now, he at least knows most of the mannerisms.

For during the production of "Convoy" in which he is cast as a German naval officer, acting as a secret service agent in America, Sherman was also playing the dramatic role of a German army officer in the east of "The Woman Disputed," a Broadway stage hit, in which he was starred with Ann Harding.

As he has done for all his roles, Sherman diligently "got in character" and read up on the habits of both the army and navy officers of Germany in preparation for each role and at the end of four months in the studio with "Convoy" and several months in "The Woman Disputed," he was almost convinced he was a German himself.

"No matter what your feelings may be about the war," says Sherman, "no matter how much of the war spirit may still linger in your Germans, you have to admit these Germans were an interesting lot, the men who fought for their Fatherland on land and sea.

"They were, for the most part, a stolid race of men, but they were exceptions of suave, sophisticated, sensitive minded spies who seemed as if they were from another nation.

"It is one of this latter class I was called on to portray in 'Convoy' and I was delighted with the part.

COMING!

Bathtubs Used Over 5,000 Years Ago.

That the people living on the Isle of Crete, in the Mediterranean Sea, 5,000 years ago reached as highly civilized a state of existence as the most modern city dwellers of to-day, was brought to life in research work done for the Paramount studios in Hollywood recently.

Except for the lack of printing presses, radios, telephones, automobiles, motion pictures, aeroplanes, motor cars, steamers and trains, the Creteans of those days had all the advantages that are enjoyed to-day.

Development of the intellect was one of the principles of the Cretan Government which then ruled the entire world. Physical development and cleanliness were also emphasized. The Cretan baths were decorated with gold. A glimpse of the Creteans of those days has been given by Dorothy Arzner, Paramount Director, in the film prologue of "Manhattan Cocktail," which will soon show at the Majestic Theatre, Kowloon. It is a story of modern backstage Broadway.

for the story makes him out to be a rather interesting bird, in spite of the brutalities his information brought about.

"Drake was essentially a ladies' man and as the plot reveals, this weakness was the means of his capture in the end.

"Convoy" is one of the most interesting pictures I have ever made and I hope my friends will enjoy it."

SEA FIGHTS.

Shown in Kane Special.

Battleships foaming into action in the greatest sea battle of history; 2,000,000 soldiers being carried overseas to France and at home a girl dying a thousand living deaths that the convoys might sail in safety.

These are the high lights of "Convoy," Robert Kane's great epic of the Navy, which is showing at the Majestic Theatre, to-day, with an all-star cast headed by Dorothy Mackaill, Lowell Sherman, Buster Collier, Lawrence Gray, and Ian Keith.

Navy Aided.

Produced with the co-operation of the United States Navy, the First National Special was hailed in Washington as the film history of the Navy at war, when Joe Boyle, the director, took the picture to the Capitol for the Government advance view.

The mobilization in the United States at the outbreak of the war, the methods by which German Secret Service agents were apprehended, with the organization of the historical convoy system, form a background for one of the most dramatic tales ever put on the screen.

Cost \$1,000,000.

The picture was four months in production, cost over \$1,000,000 and engaged the efforts of more than 3,000 actors and extras. Actual pictures of the Battle of the North Sea, with ships sinking, thousands of guns firing and the sea becoming a literal volcano, taken during the war by British, American and Ger-

SEA FIGHTS SHOWN.

Remarkable scenes of sea fighting photographed during actual naval engagements in the War, feature "Convoy," Robert Kane's million-dollar Navy epic now at the Majestic Theatre, with an all-star cast, including Lowell Sherman, Dorothy Mackaill, Buster Collier, Lawrence Gray, and Ian Keith.

LIKED BY NAVY.

Navy Department Officials of America who co-operated in the making of the picture, are enthusiastically hailing Robert Kane's "Convoy" as the screen epic of the Navy.

Almost a million dollars went into the production of the picture, which was six months in the making. Joe Boyle directed. Paul Maschke was film editor.

NAVAL PRAISE.

Naval officers of America who had seen Robert Kane's "Convoy," showing to-day at the Majestic Theatre, were unanimous in declaring the picture "The Big Parade of the Navy," and the film history of the Navy's part in the War.

SECRET SERVICE.

The sacrifice of a girl, who risks the love of her fiance to conduct an affair with a German spy, is absorbingly told in "Convoy," First National's great Navy epic with Dorothy Mackaill, Lowell Sherman, Lawrence Gray, and Buster Collier in the cast.

man official photographers are featured.

TSAR'S FAVOURITE.

Mlle. Lapoukhine in Life of Paul I.

She dissolved beautiful pearls in wine—pearls worth fortunes—just for the fun of the thing.

She threw handfuls of rubles into the deep snow outside her palace in St. Petersburg—because they looked like drops of blood.

Into the depths of a summer's lawn, she sowed emeralds the Tsar had given her—laughing as peasants searched frenziedly for the precious stones.

At her table she watched, with eyes that glowed like golden fire, as guests drained poisoned wine from onyx goblets—and writhed as the fluid gnawed their vitals.

Who was she? She was Mlle. Lapoukhine, beautiful and dangerous, the favourites of the mighty Tsar Paul, the First, a character of history which Vera Vorontova, Russian actress, plays in Emil Jannings' latest starring picture, "The Patriot," which Ernst Lubitsch directed for Paramount and which is coming to the Majestic Theatre.

Lovely and deadly ornament of a court filled with beauty and terror, Mlle. Lapoukhine is only one of an amazing array of characters who come to life again in this great drama of the Russian court a century ago. With Emil Jannings and Ernest Lubitsch, master player and master director, working together, "The Patriot" brings to the screen a story of such power, beauty and drama that it is hailed as one of the great milestones in motion picture production.

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Ostelin will help you to keep fit and strong and resist infection.

Ostelin is a concentrate of the factor which makes cod-liver oil a valuable medicine. It is the essential medicinal value of the oil without any taste, smell or "repetition."

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Vitamin D Concentrate makes you fit and keeps you so

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OSTELIN LIQUID particularly for babies. Many times more potent than the first cod-liver oil.

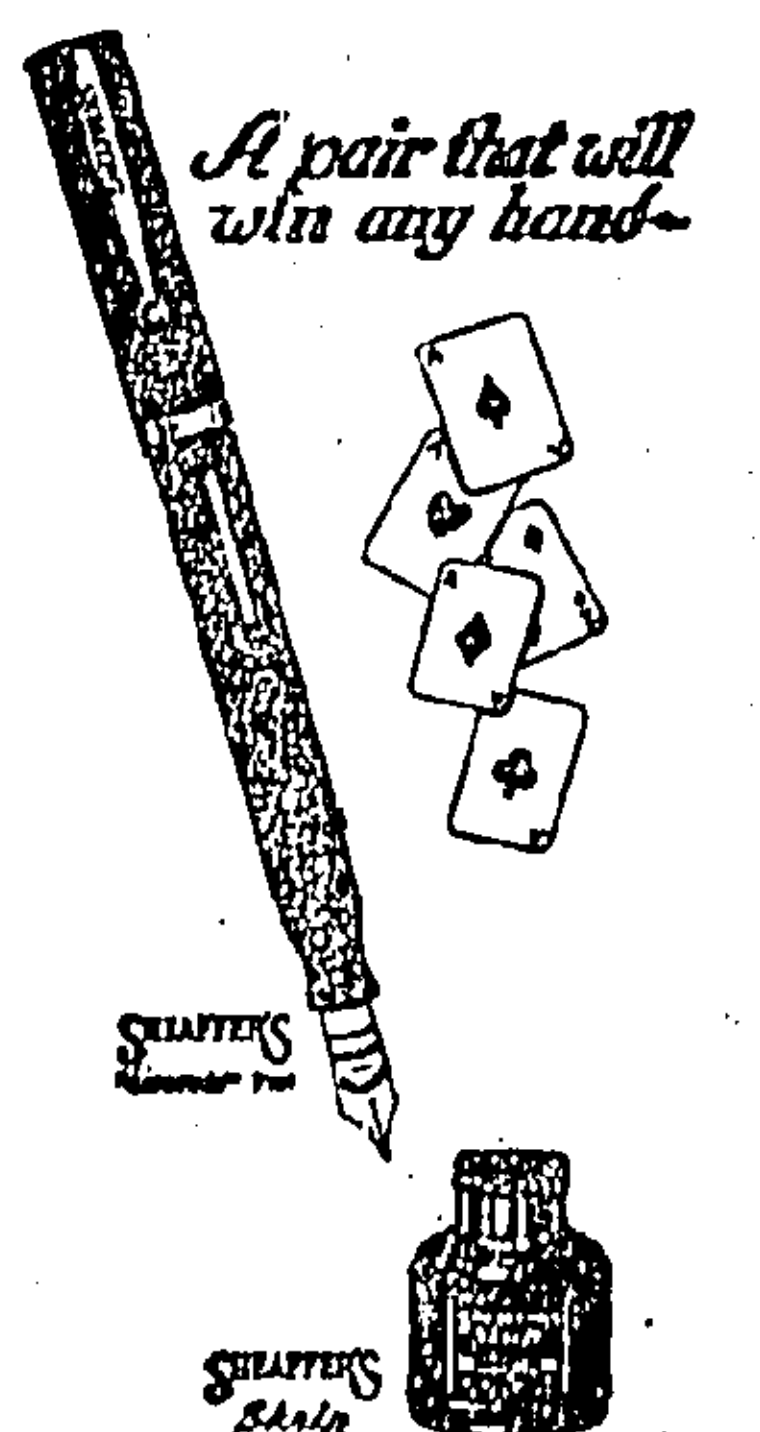
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OSTOMALT specially recommended for backward children and adults who are losing weight. Contains "Ostelin" with selected malt extract and concentrated orange juice.

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FROM LONDON TOWN

King's Disappointment.
The King is carrying on his usual routine at Buckingham Palace. In the afternoon he walks occasionally in the Palace grounds, and he is attending to a great deal of State business. It was a disappointment to His Majesty that his doctors would not allow him to pay his customary visit to the Shire Horse Show at the Royal Agricultural Hall for, as Sir Walter Gilbey remarked in his speech at the Show Lunch, "no individual has done so much for the encouragement of agriculture and the breeding of horses as the King and every member of the Royal Family."

Incidentally, it is learned from the nineteenth edition of Dod's Peerage, which has just been published, that the King belongs only to two London clubs, the United Service—which, by the way, is no longer "the old men's club" that it used to be—and the Marlborough, opposite Marlborough House in Pall Mall, in the foundation of which his father, King Edward VII, then Prince of Wales, was personally interested, having sympathized with the unsuccessful attempt made in 1886 to modify a rule at White's which forbade smoking in the drawing-room.

York House, St. James's, is now in possession of workmen, who are completely redecorating and partly refurnishing it against the Prince of Wales's return.

Independent Journalism.
Mr. Gerald Barry has resigned the editorship of the Saturday Review in consequence of that paper having been committed by its board of directors to support of Lord Beaverbrook's United Empire Party.

The first intimation the late editor had of the board's decision was a headline in one of Lord Beaverbrook's newspapers. On February 22, the Saturday Review contained an authorized article, strongly critical of Lord Beaverbrook's position. The leading article in the succeeding issue was published without Mr. Barry's sanction. It is understood that the entire editorial staff and contributors of the Saturday Review are following the late editor into retirement as a protest.

The Saturday has undergone many vicissitudes in recent years, but it has hitherto very rapidly been regaining all its old distinction in the competent hands of Mr. Gerald Barry. His action is a real credit to independent journalism and the support of his colleagues and contributors a remarkable gesture on behalf of the profession.

Lord Rothermere is making use of his huge wealth to intimidate members of Parliament and parliamentary candidates into supporting the cause he has espoused. He issued a challenge to Sir John Ferguson, Conservative M.P. for Twickenham, to resign his seat and contest it against a United Empire Party candidate, offering to pay Sir John's election expenses and £2,000 to a local charity if the United Empire candidate did not poll the greater number of votes, conditionally on Sir John paying a similar sum to a local charity if he did not poll more votes than the United Empire candidate.

Naturally enough, Sir John Ferguson described the challenge as "ridiculous," but if the methods quoted are to be accepted as characteristic—we must thank the two Press Peers for the introduction of a new and distinctly unpleasant element in British politics.

Meantime, although votes of loyalty to Mr. Baldwin are pouring in to Conservative headquarters from Conservative bodies in all parts of the country some of the Liberal and Labour newspapers think that he may possibly resign the leadership in disgust and they

profess to regard Sir Robert Horne's speech at the Constitutional Club as a bid for the succession. Both assumptions are very far-fetched.

Story of an Inheritance.

The Hon. Gerald David Lascelles, second son of Princess Mary, may benefit under the will of his grandfather, the fifth Earl of Harewood, who died last October, for if the Hon. Edward Cecil Lascelles, who is Princess Mary's brother-in-law, dies without children, Gerald David will inherit an estate and sugar plantations in the West Indies. The earl left unsettled property to the gross value of £386,000, with net personality £253,288. The present earl is a far richer man than his father ever was.

There are many stories of how Lord Lascelles, as he was, came to inherit the £250,000 fortune of his uncle, the eccentric Lord Clanricarde. That which relates how he met the old gentleman, to whom he had not spoken for ten years, in his Club one day, and so impressed him with his knowledgeable talk on matters of art that he altered his will that very afternoon in his favour is, however, quite apocryphal. Lord Harewood, in marked contrast to the late Lord Clanricarde, is a generous man with his money, and some little time ago he gave the Guards' Club very considerable financial help.

A Church Squabble.

The Bishop of Birmingham, who declined to institute the Rev. G. D. Simmonds, of South Shields, to the living of St. Aidan, Small Heath, has accepted service of a fresh writ issued from the Court of Chancery at the instance of the trustees of the church. The trustees first issued a writ in the King's Bench Division, seeking to compel Dr. Barnes to induct Mr. Simmonds, who had refused to give an undertaking not to hold certain services, including Reservation.

The Bishop announced, before the service of the writ, that he would not appear nor defend the action, as he regarded the matter as moral and spiritual and not a legal one. He said he could not obey an order even were one made by the High Court. With the acceptance of the Chancery writ it is understood that the action in the King's Bench Division has been discontinued.

The change is probably prompted by the conclusion that the Chancery Court is a more suitable medium whereby to secure the induction of Mr. Simmonds. The recent Salvation Army dispute was decided in the Chancery Division, where the case would be tried by a judge alone.

Sir W. Peel.

Among the spectators at the greatest steeplechase in the world were Sir William Peel and Lady Peel. Sir William Peel, as Governor-designate of Hong Kong, and Lady Peel were the guests of honour at a reception held by the Victoria League. Lady Beatrice Ormsby-Gore and Sir Charles Bayley, Deputy Presidents of the League, received the guests and among those present were Lord Passfield and Mrs. Sidney Webb, Earl and Countess Buxton, Lord and Lady Rayleigh, Mrs. Philip Snowden, Sir Laurence and Lady Guillemard, Mrs. Amery and a large number of people from Malaya including Tunku Abdul Rahman, Tunku Mohamed Jau, Tunku Pengiran, Mr. and Mrs. P. H. Ezekiel, Mr. and Mrs. H. W. Thomson, Mrs. G. M. Gathorne Hardy, Mrs. Grinnell Milne, Mrs. Alfred Morris, Mrs. O'Hara, Mr. and Mrs. Campbell Dodgson, Mr. E. S. Hore and Miss Hore, Dr. A. T. Stanton, Lieut.-Colonel and Mrs. W. J. P. Hume, Mr. C. O. Blagden, Mr. and Mrs. Hargreaves, Mr. and Mrs. A. G. Morkill.

There were also present Lieut.-Colonel D. J. Ward (president of the Association of British Malaya) and Mrs. Ward, Mr. and Mrs. Oliver Marks, Haji Wahab, Syed Sheh Barakbah, Inche Abdul Hamid, Inche Azmi Mahomet, Mr. T. P. Chong, Miss Tye, Miss J. Wong, Mr. S. G. Pillay, Mr. C. K. Lee, Dr. E. K. Seah, Mr. T. W. Ong, and a number of students now in England from Hong Kong and Malaya.

At Ahitree Sir William and Lady Peel were the guests of Mr. and Mrs. P. Duxbury, old friends of theirs since the days when Sir William Peel was Municipal President of Penang and Mr. Duxbury, a partner in Kennedy and Co., the share brokers.

The Late Lord Balfour.

Parliament was seen at its best when eloquent tributes were paid in the Lords and Commons to the late Lord Balfour. It is regarded as certain that the House of Commons will honour and perpetuate the memory of Lord Balfour by a statue in the Members' lobby.

There are still several vacant pedestals and Lord Balfour, although he eventually went to the Lords, was, like the late Lord Oxford, essentially a House of Commons man. One tribute he has received which is without precedent, for the Liberal Administrative Committee passed a vote of sympathy at its meeting and Sir Charles Hobhouse, as president of the National Liberal Federation, duly conveyed it by letter to Mr. J. C. Davidson, as chairman of the Conservative Party.

This is probably the first time the supreme body of one party has conveyed to its opposite number its genuine feeling of regret at the passing of one who was a life-long opponent. It is understood that Lord Balfour's memoirs, although not finished when he died, will be published shortly and they will reveal the only romance of his life. Only a few members of his family knew that he fell in love with the Hon. Mary Catherine Lytton, daughter of Lord Lytton (Mr. Gladstone's brother-in-law) and sister of the late Mr. Alfred Lytton.

The Channel Tunnel.

The report on the Channel Tunnel scheme has had a cool reception, excepting at the hands of the Daily Mail, whose chief proprietor is an enthusiastic advocate of its construction. Replying to questions on the subject, the Prime Minister told the Commons that the Government was considering the report. "The observations of the Committee on Imperial Defence will be asked for, and so soon as a decision has been reached it will be communicated to the House," he added.

STANDARD TIMES

Sunrise And Sunset In Colony

Sunrise and Sunset in Hong Kong for May (Standard time of the 120th Meridian, East of Greenwich) are as follows:—

May	Sunrise	Sunset
	a.m.	p.m.
4	5.50	6.51
5	5.49	6.52
6	5.48	6.52
7	5.48	6.52
8	5.47	6.53
9	5.47	6.53
10	5.46	6.54
11	5.46	6.54
12	5.45	6.54
13	5.44	6.55
14	5.44	6.55
15	5.43	6.55
16	5.43	6.56
17	5.42	6.56
18	5.42	6.57
19	5.42	6.57
20	5.41	6.58
21	5.41	6.59
22	5.41	6.59
23	5.41	7.00
24	5.40	7.00
25	5.40	7.00
26	5.40	7.01
27	5.40	7.01
28	5.39	7.02
29	5.39	7.02
30	5.39	7.03
31	5.39	7.03

DUCHESS DISGRACED.

Former May Etheridge Goes to Jail.

SUICIDE ATTEMPTS.

The Duchess of Leinster, formerly Miss May Etheridge, the actress, who is 38 years old, made her second appearance at Lambeth Police Court in small week, to answer a charge of attempting to commit suicide.

It is alleged that on April 1 she was found unconscious near a gas-oven in a flat in Benedict Road, Brixton, S.W.

Inspector Curzon, who found the duchess lying unconscious on the floor, was recalled. He said he found two postcards.

Mr. McKenna, the magistrate, read the following phrases from them: "Good-bye, I will be no more trouble to you," and "Gerald darling, I do it because I am unhappy."

Mr. Marshall, defending: Do you know that she only turned on the gas when you knocked at the door?—No.

Do you know she was so shocked when you appeared that she was quite paralysed for some time and was unable to speak?—She appeared to be dead.

"You Brute."
While waiting for the ambulance, did you hear her say to Williams (a man who gave evidence later), "You brute, there was nothing to fetch the police for. You are trying to ruin me. Perhaps you will be happier now?"—Yes.

You heard her ask for a cigarette?—Yes.
Dr. Ronald Anderson, of Brixton Road, said when he was called the duchess was in a collapse condition. She had a feeble pulse and slow respiration and her breath smelt of coal-gas.

Mr. Marshall: To some extent her condition might have been due to shock and mortification at the situation in which she found herself placed?—No.
Her state of collapse was not wholly due to any poisoning?—I am not prepared to say that all her symptoms were due to gas poisoning.

Chef and Wireless.
Stanley Williams, a young chef, said that he lived at 117, but his home address was in Middlesbrough. He was a chef. He had been occupying a furnished room with the duchess for some weeks. On the evening of March 31 a row started at about 11 p.m. over the wireless.

Mr. Barker: Did you smash it?—I did.
"About 1 o'clock," Williams continued, "I went downstairs for about five minutes. When I came back I found the duchess on the kitchen floor with her head near the gas stove. The top ring of the gas stove was turned on. I put her on the bed and turned the gas off. She lay there very quiet for about half an hour."

"She was not exactly unconscious but in a sort of dazed condition. While she was lying quiet I was sitting by the fire. About 2 o'clock she started like a lunatic. She raved about on the bed trying to strangle herself."

The Duchess Interrupts.
The Duchess: Liar! I did not, and he knows I did not.

Williams: This continued from about 2 to 3 o'clock. So I went to the police station.

The Duchess: You said good-bye to me.

Williams: Inspector Curzon returned with me. She was then by the gas oven. The gas was turned on in the oven and one of the top rings. I turned the gas off and opened the windows.

Mr. Barker said that ended his case and submitted that the duchess should be sent for trial.

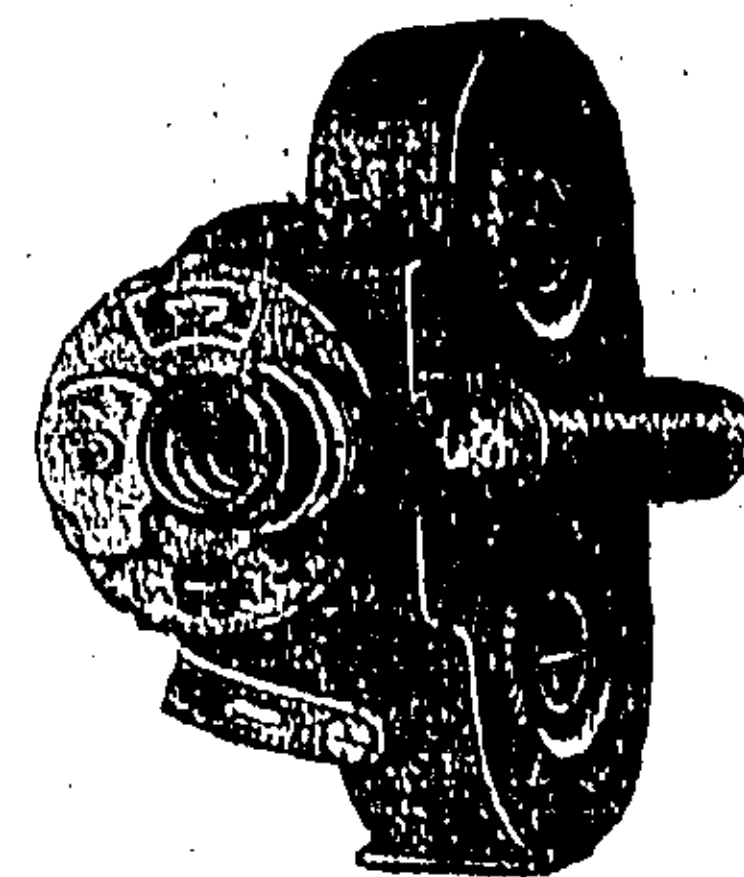
"Happened Before."
Mr. McKenna: Why should I not try it?

Mr. Barker: Because this has happened before. The duchess was charged before the Hythe magistrates on April 25, 1929, with attempting to commit suicide by drowning. She was bound over in the sum of £50 for a period which has not yet quite expired.

Mr. McKenna remanded the duchess without bail.

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YES, MRS. CHATTER, OUR NEW HOME IS COMPLETE NOW. IT'S IN PERFECT RUNNING ORDER. YES, I'M VERY ANXIOUS TO HAVE YOU COME AND SEE US. WE WILL MOVE IN NEXT WEEK.

THANK GOODNESS, THE HOUSE IS FINISHED. ANYONE WHO SAYS IT'S A PITY TO BUILD A HOUSE CERTAINLY NEVER HAD ANY FUN IN THEIR LIVES.

MOTHER, I JUST CAME FROM THE HOUSE AND EVERYTHING IS O.K. BUT THE WATER CONTROLS THE FURNACE IS OUT OF ORDER AND THERE'S A LEAK IN THE ROOF AND FOUR WINDOWS ARE BROKEN. THE PHONE WON'T BE IN FOR TWO MONTHS. THE LIGHTS DON'T WORK. THE FRONT DOOR IS HARD TO OPEN. AND—

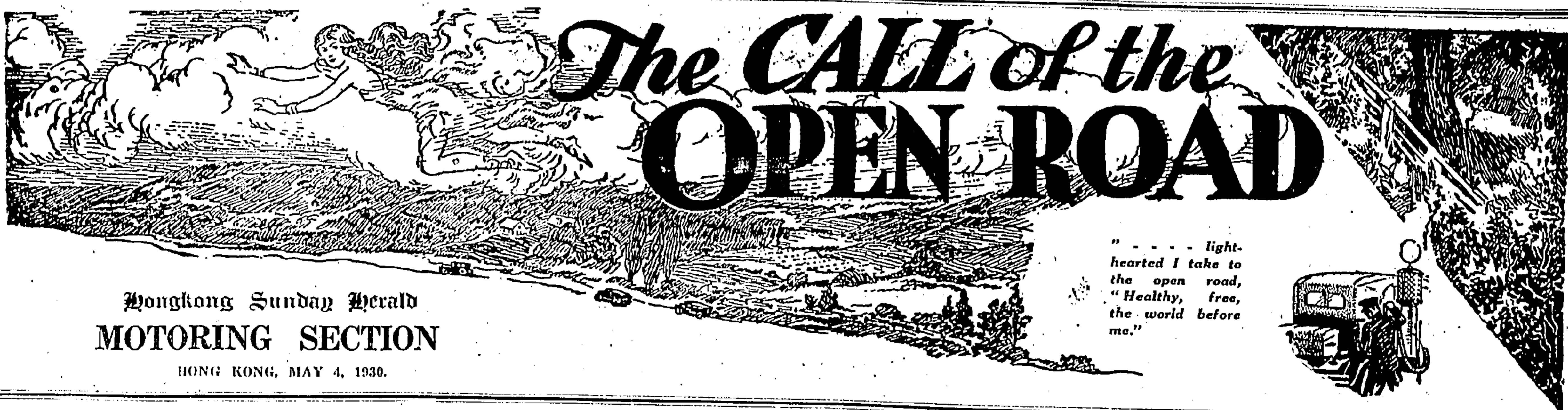
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Hongkong Sunday Herald
MOTORING SECTION
HONG KONG, MAY 4, 1930.

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TO-DAY'S MIRACLE.

What the Making of Cars Means.

Economical transportation has broadened the entire horizon of human activities and vastly extended the limits of man's opportunities, says a statement issued by the Ford Motor Company.

"Use of mechanical power—the subjecting of machines to the will of man—has undoubtedly revolutionized the industrial life of the nation," says the statement, "but that is not all. In this rapidly moving machine age we are sometimes prone to compute only commercial and to overlook mental and spiritual values.

"Transportation, as we have it to-day, has of course eliminated distance and made commerce in our commodities possible, but its effects upon man as man have been equally significant.

"President Hoover on numerous occasions has used the expression 'the banishment of drudgery' and has unstintingly commended efforts designed to lift from human shoulders those burdens which have impeded man's progress towards a fuller and spiritually higher life. The introduction of the low-priced automobile has done more perhaps than any other single agency to raise the standard of living in this country.

"Through the automobile all classes of people have been brought together in an elevating union—the labourer in busy industrial centres with the farmer on the open prairies and the business man from metropolitan areas. As we see it, the automobile is an active force in these processes of advancing civilization.

"Not only are these ultimate results a potent factor in our progress but the means by which they are attained also are elevating in their direct effect. The miracle is not alone in the car but in its making.

"The genuine craftsmanship put into the production of Ford automobiles by the thousands of the company's employees is material expression of an ideal—not merely the creation of vast machinery and millions of horsepower, but in helping make this a better and more pleasing world in which to live through the production of economical transportation for all the people."

HIGH POWER.

Safety Features Are Stressed.

Improved roads and better automobiles are giving the public an entirely new conception of the possibilities of the motor car as a medium of dependable and swift transportation. No longer are speeds of 30 or 35 miles an hour satisfactory on the highway and many countries have removed their limitations entirely or increased the legal rate of travel.

In the Willys Six, Willys-Overland has introduced a car in the low price field that meets these new requirements for speed in a way heretofore possible only with cars selling in the higher price ranges.

Over 70 miles an hour with calibrated speedometer over a measured course has been attained in repeated tests with the Willys Six Deluxe Sedan, heaviest car in the Willys Six group, and even higher speeds can be expected under favourable conditions or with lighter models. Into the powerful 65 horsepower engine that makes this great speed possible, has been built the ability to travel for hour after hour at rates in excess of a mile a minute.

In developing the Willys Six, its engineers recognised that the truly satisfactory car of to-day must prove itself at cruising speeds that would have been considered excessive a few years ago. All tests for economy in oil and gas were made at speeds around 45 miles an hour, instead of the much lower rates formerly used in such tests with highly satisfactory results.

Because of the great speed of the Willys Six, closest attention has been given to safety through the use of large internal expanding four-wheel brakes, hydraulic shock absorbers, sturdy frame construction, oversized tyres and highly efficient steering mechanism.

The eleven lock brakes of internal enclosed type, give a total braking area of 148 inches and assure positive control in all kinds of weather since dust, rain and mud are entirely excluded by the new design. Tests have shown that these brakes are unusually efficient at high speeds.

Because of the high top speed, rapid acceleration and deceleration, 29 x 6.00 tyres are used on the Willys Six to provide the maximum of safety and service.

Smoothness and additional safety are provided by the Monroe hydraulic two-way shock eliminators, and engine vibrations are eliminated by the use of rubber insulated engine mounting.

"Finger-Tip Control," a feature on all Willys-Overland products, appears to advantage in the Willys Six where the greatest attention has been given to making driving easy and simple under all conditions. This makes possible the operation of the starting motor, lights and horn by a single button conveniently located on the steering wheel.

The gear shift lever has been moved forward to the toe board, adding still further room for free movement in the front compartment.

trucks between 1 and 1½ tons capacity, next came 1½ to 2 tonners with 19.5 per cent.; then up to 16cwt. with 13.9 per cent.; and so down to 5-tonners with 4 per cent.

Special attention is devoted in the N.A.C.C. publication to the use of trucks. Thus, as regards electric driven vehicles, it appears that bakeries are the largest users, followed by express and transfer companies. Amongst the biggest commercial fleets are those of the Associated Bell Telephone Company (13,075 trucks), the Standard Oil Co. (7,760) and the American Railway Express (7,073). There are now 92,400 buses in U.S.A. It is of interest to note that the latest available returns (September, 1928) give the total number of 'buses and coaches in Great Britain as 48,208.

CAR DISTRIBUTION.

Some Interesting Figures.

The 1929 edition of "Facts and Figures of the Automobile Industry," published by the National Automobile Chamber of Commerce (U.S.A.) and "Bus Facts" for 1929, issued by the National Motor Bus Division of the American Automobile Association, cover a very wide field of general information relating to the motor manufacturing and allied industries. To get down to a few figures, the total U.S.A. output of private cars and commercial vehicles in 1928 was 4,601,130, as against 3,580,380 in 1927. The number exported totalled 825,113, made up as follows:—515,762 from U.S. factories, 69,369 foreign assemblies, and 242,382 from Canadian factories controlled by U.S. companies. The percentage of foreign sales to total output has grown from 7.5 per cent. in 1921 to 18 per cent. in 1928.

Last year 36.3 per cent. of the truck output went overseas, Australia (excepting Canada) being the leading buyer. There were 566 motor vehicles imported into U.S.A. in 1928. The number of trucks produced in 1928 was 570,540 and it is instructive to see which were the more popular models. Over half the output (54.9 per cent.) consisted of

world conditions have changed

World conditions have changed. For the first time in history, and not merely in one industry, but in all, the power of the nations to produce exceeds, and on a world-wide scale, the capacity of mankind to consume. That means endless struggle among sellers, both manufacturers and merchants, and the time has come when active selling has to replace order-taking and "advertising."

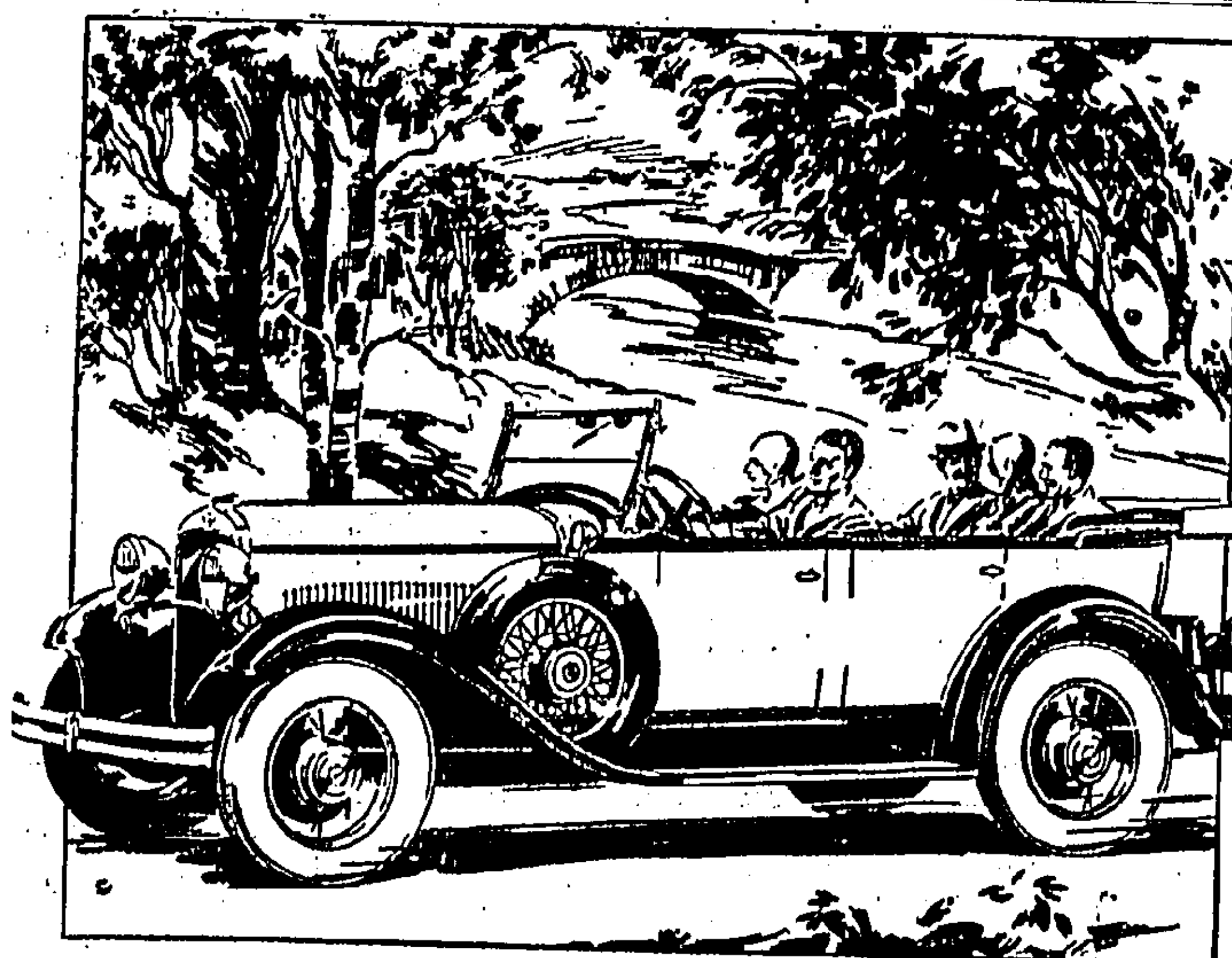
Unfortunately, in the mad rush to create demand, many manufacturers of lubricating oil resort to the publication of misleading, not to say untruthful statements, about the quality and service-giving abilities of their lubricants. One outstanding untruthful statement is "just as good as Gargoyl Mobiloil at half the price." This statement has fooled many a worthy individual into buying a practically useless lubricant, the use of which has resulted in unnecessary repairs and consequent waste of money.

So long as there are people who believe it possible to get something good and reliable for next to nothing, the demand for cheap-in-quality, good looking lubricants will make it worth while for lubricating oil manufacturers to disregard quality.

Our advertisements, our letters and our statements are pioneers in the art of active selling—they can be believed, not only because we are here to stay but because we know that our business can not thrive unless we tell the truth and hold the confidence and good will of the motoring public.

Regardless of what competitors say, Gargoyl Mobiloil is the most economical and efficient motorcar engine lubricant. A trial is all that is necessary to prove this statement truthful.

Vacuum Oil Company



Enduring Excellence

Long after the average car begins to show the effects of mileage, the Dodge Six continues to prove its merit. It is so well made it preserves its "newness" and youthfulness even after thousands of miles of travel. The body remains light and rigid. The finish retains its lustre. The brakes stay permanently efficient. The whole mechanical assembly continues to perform with utmost smoothness, responsiveness, ease and economy. It is only such enduring excellence which gives the Dodge Six its world-wide reputation for the ultimate measure of durability, dependability and long-life.

DODGE BROTHERS SIX

CHRYSLER MOTORS PRODUCT

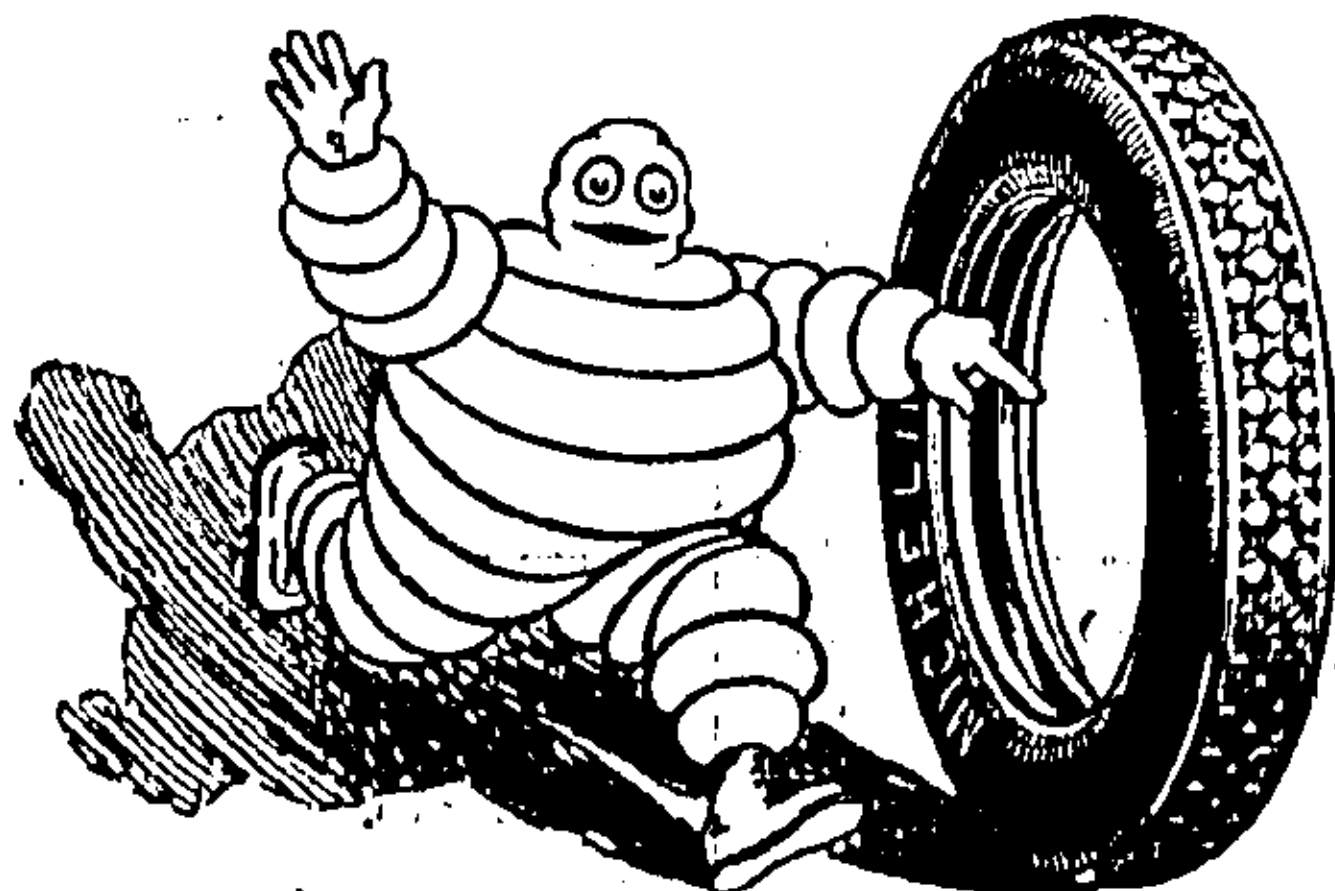
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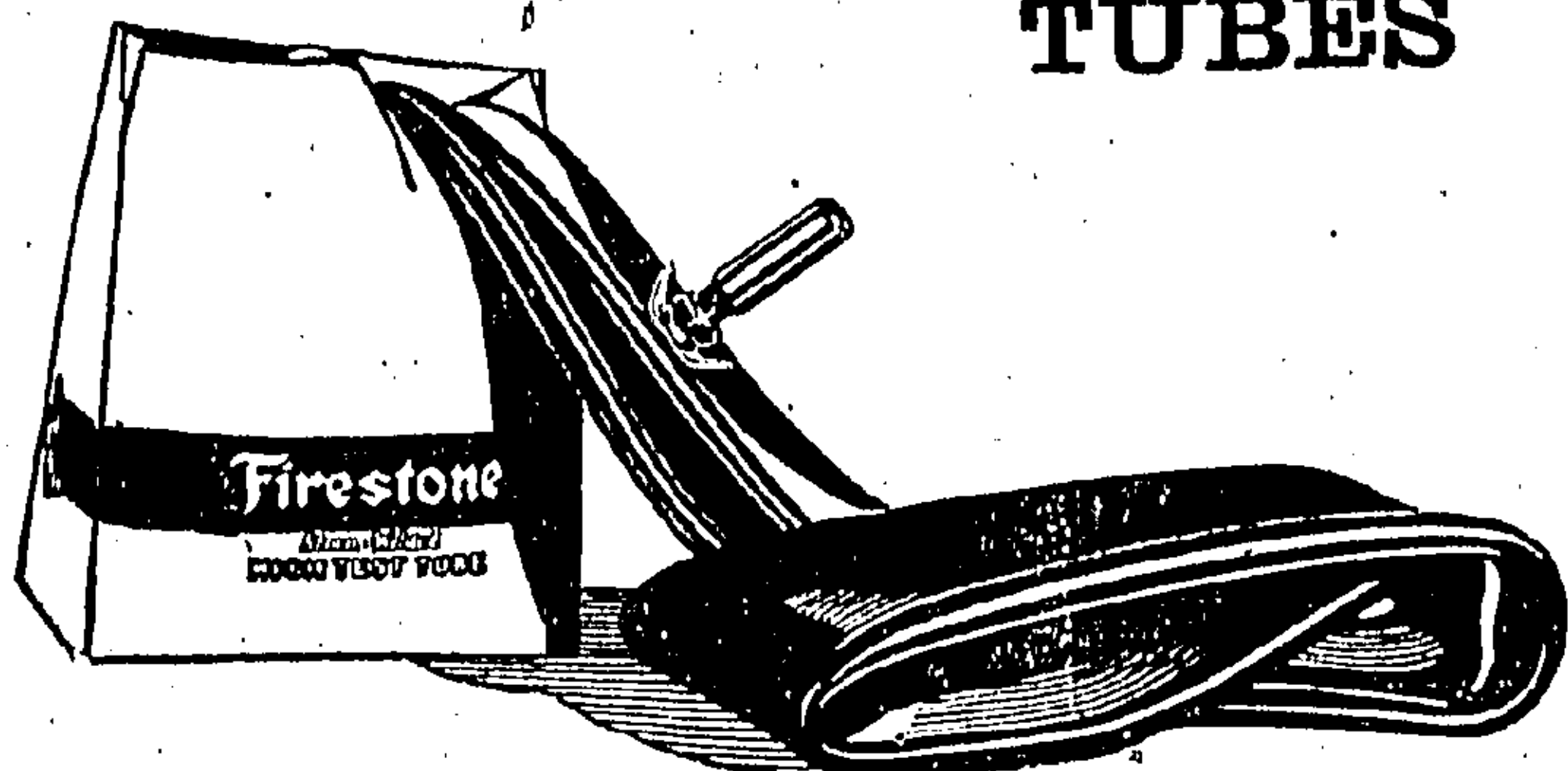
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In Steam-Welded Tubes Firestone provides all the value made possible by careful workmanship and materials of fine quality. Moreover there is the special advantage of freedom from "slow leaks," which are so ruinous to tyre covers. Steam-Welding makes this possible by sealing the tube at the vital points, in live steam, under great pressure. Firestone Tubes hold the air perfectly, supporting your tyres at the right inflation pressure, and contributing to maximum service. It is common experience for these tubes, with their special heat-resisting qualities, to serve through the lives of several tyres. Make your next one a Firestone.



MOST MILES PER DOLLAR.

Firestone

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33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

RUNNING COSTS.

Effect of High Speeds.

As the burden of taxation borne by motorists is always increased rather than reduced, it behoves motorists themselves to endeavour to keep down their running costs. One of the first things that a novice should clearly understand is that maintaining high speeds is one of the surest ways of running up expenses. Fuel consumption increases at a surprising rate, even the best engine tends to fling out oil, the life of tyres is shortened considerably, and if the speed is maintained without any regard to the road surface, breakages may result. Few motorists nowadays have sufficient patience to limit their speed of travel to 25 m.p.h. on the open road, yet if the experiment were tried for a month the difference in running costs between driving under those conditions and, say, at 40 m.p.h. whenever the opportunity presented itself, would be appreciable. It is possible, however, to strike the happy medium by touring along at about 30 m.p.h. and obtaining thereby the maximum enjoyment from the countryside.

Incidentally it is surprising, but nevertheless true, that the time taken to accomplish any given distance at a speed never exceeding 30 m.p.h. is very little more than when one indulges in frequent bursts of 40 m.p.h. Probably the governing factor is not relative speed at all, but the obstructions which are met with in the course of an ordinary run and which have a far greater effect on the performance of the high-speed car than on that of the slower-moving vehicle. A somewhat similar parallel may be drawn between the conditions which arise when violent acceleration and deceleration are indulged in as compared with getting away gently and pulling up in similar fashion. In the former case tyres wear more

(Continued at foot of next column.)

MOTOR INDUSTRY.

Enlists Artistic Genius.

Could Michael Angelo have seen the light of day during our own period, his genius might readily have been devoted to channels that would have contributed to the embellishment of the products of industry and his income would thereby have been commensurate with his gift to humanity. For the past decade has seen drab products blossom into things of rare beauty, touched by the brush of a renowned artist or hewn by the chisel of an immortal sculptor. Line and colour blend to make industry's products attractive to the most aesthetic.

Modern artisans, borrowing from the art of the Bouffes, famous furniture makers to Louis the Fourteenth, have given to industry the ornate period design that bears the monarch's name. The renowned Lalique has transformed into a scintillating jewel the perfume decanter that graces milady's toilette. And the automobile has emerged chrysalis-like from the unattractive shell that housed a vibrating engine into blended symmetry of line and

angle above the centre of the windshield. The base of the windshield and the rear windows are angular in the modernistic manner and the rear panel is separated vertically into two balanced surfaces. In the same way the modern treatment in straight lines, angles and super-imposed planes, is carried into every individual item of styling. Established in the colourful radiator emblem, this motif is repeated on the radiator cap, on the headlamps, fender lamps and their bases, bumpers, hub caps, door handles. Even the tail light has the same individual design.

This single modern motif of design was first introduced in the 1920 Model Hupmobile Straight Eight and has since been followed in other 1930 Hupmobile models. The same vigorous design motif is observed on the hardware of the inside of all closed models; the window mouldings, the instrument board and panel, the steering wheel hub and spokes, the light switches, the corner lights and the vanity case all follow the same motif. The whole effect is one that is both stimulating and delightful.

The entire Hupmobile line typifies the trend toward the artistic in modern industry; to-day's models are the fulfilment of the artist's

WIDE DISTRIBUTION.

Increase in Studebaker Stockholders.

Quiet accumulation of Studebaker stock by a widely diversified group is indicated by the rapid increase in common stockholders who numbered 26,598 at the beginning of 1930, compared with 10,239 a year ago. This increase of 9,357 stockholders has been most rapid during recent months. The number of shareholders has continued to increase and the total reached 28,000 by the middle of February. Preferred stockholders decreased from 915 to 845 during 1929.

At their January meeting, Studebaker directors declared a dividend of \$1.25 per share on the common stock and \$1.75 per share on the preferred stock, payable March 1 to stockholders of record at the close of business on February 10. This is the sixteenth consecutive quarterly dividend on the common stock and the seventy-sixth consecutive quarterly dividend on the preferred stock. Combined with the news of the company's excellent prospects for the year, the company's consistent dividend paying policy accounts for the recent rise in Studebaker stock.

USED CARS.

Assessment of Value.

How many purchasers of second-hand cars have considered their purchase or prospective purchases in the terms of unused mileage? When a motor vehicle is bought, one is not, in fact, buying the car itself in the sense that a piece of jewellery or a picture is purchased, but is paying for the service that is going to be obtained from the vehicle. To put it differently, one is buying potential mileage. It is difficult if not impossible to say what is the useful life of a motor car; obviously it will vary with the quality, and the treatment it has received at the hands of its owner or owners. The same make of car and approximate mileage, that after a year in one man's hands, will look and perform almost as new, a sister car in the hands of a careless and less well-informed owner will look a wreck, and require extensive mechanical repairs as well. So it is well to remember, that potential mileage can be dissipated more rapidly by carelessness and neglect than by legitimate use as shown by the speedometer.

Suppose one is contemplating the purchase of a two-year-old car of average price. It is reasonable to think that the total potential mileage of an average car of this type when new is 100,000 miles before it is scrapped. It is found that it has done between 20 and 30 thousand miles. A careful examination of the car shows that it has probably been fairly well cared for, and reasonably carefully driven; still, various minor faults may cause one to debit it with another 5,000 to 10,000 miles, in his mind as deductible from its prospective life.

Then we know that, given average cars and usage, we are buying, say, 60,000 potential miles of service. The majority of reasonably modern cars that come on the second-hand market do so because their late owners wanted a change, were tired of the old car, needed more seating capacity, more horsepower, a closed car instead of an open, or some other reason of the kind, not because they are worn out or have not still many thousands of unused miles to their credit. So it may well happen that it will pay the prospective purchaser better to ignore the dictates of fashion and obtain for the money he has to spend a two or three-year-old car that has a big potential mileage life before it, rather than to get a year-old car that, by reason of use or ill-treatment, has reached middle age and has most of its trouble-free mileage behind it.

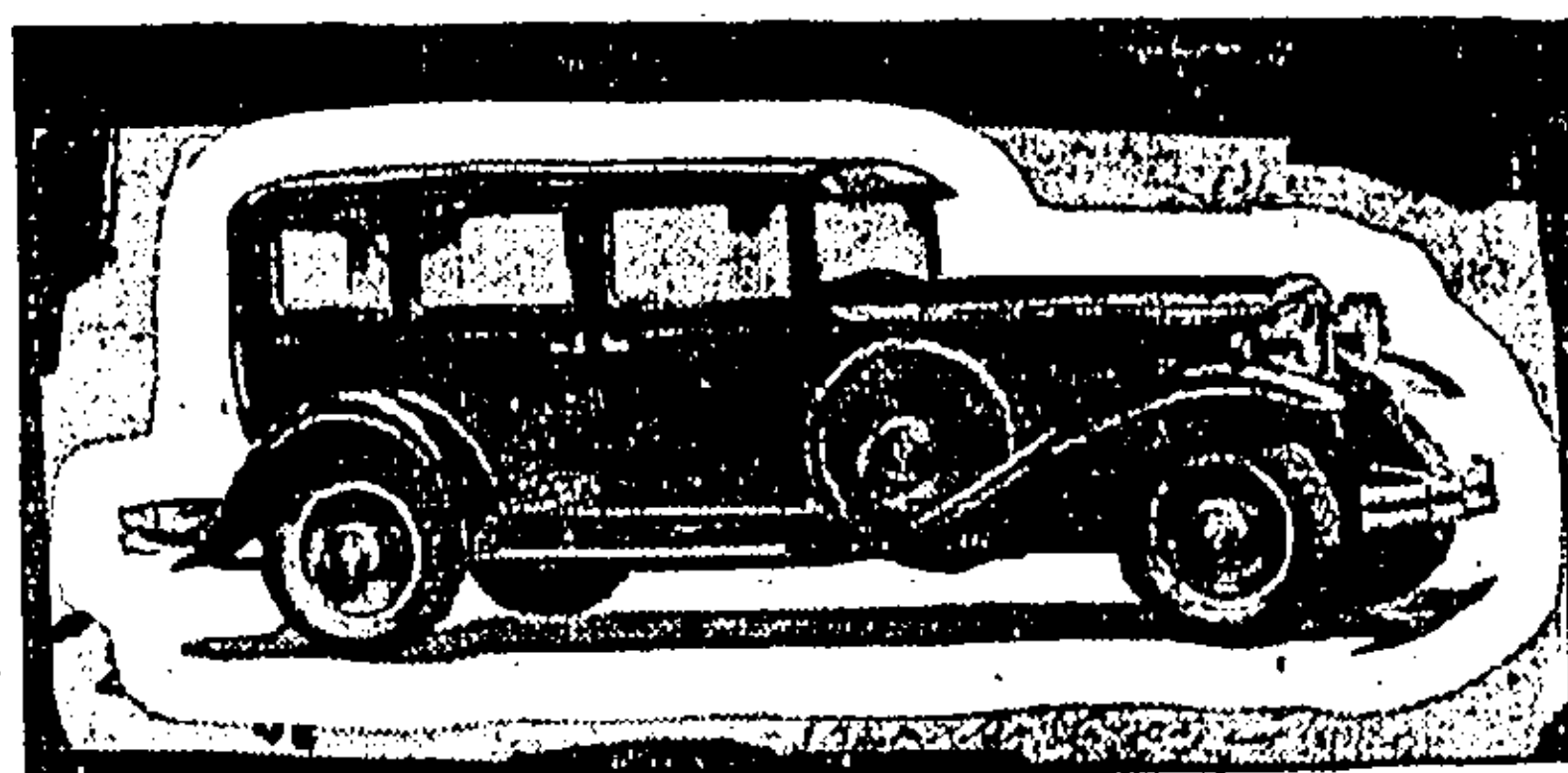
BATTERIES HURT BY EXHAUST.

While some of the manufacturers have taken the precaution of locating the storage battery at some point where it cannot be affected by exhaust heat, a surprising number of batteries still are in the "heat belt." There are several reasons why batteries are likely to be given an overdose of the enemy in present-day motoring.

Cars are travelling faster, for one thing. This makes for a hotter exhaust and muffler. A battery that is near such part is subjected to greater strain and is more likely to be damaged.

Another point seldom considered is that the battery that is under the seat or floor boards is apt to be close to the exhaust and muffler, and also in the direct path of the heat of the engine.

Any battery that is subjected to such heat should be watched carefully to make sure it has an ample supply of water.



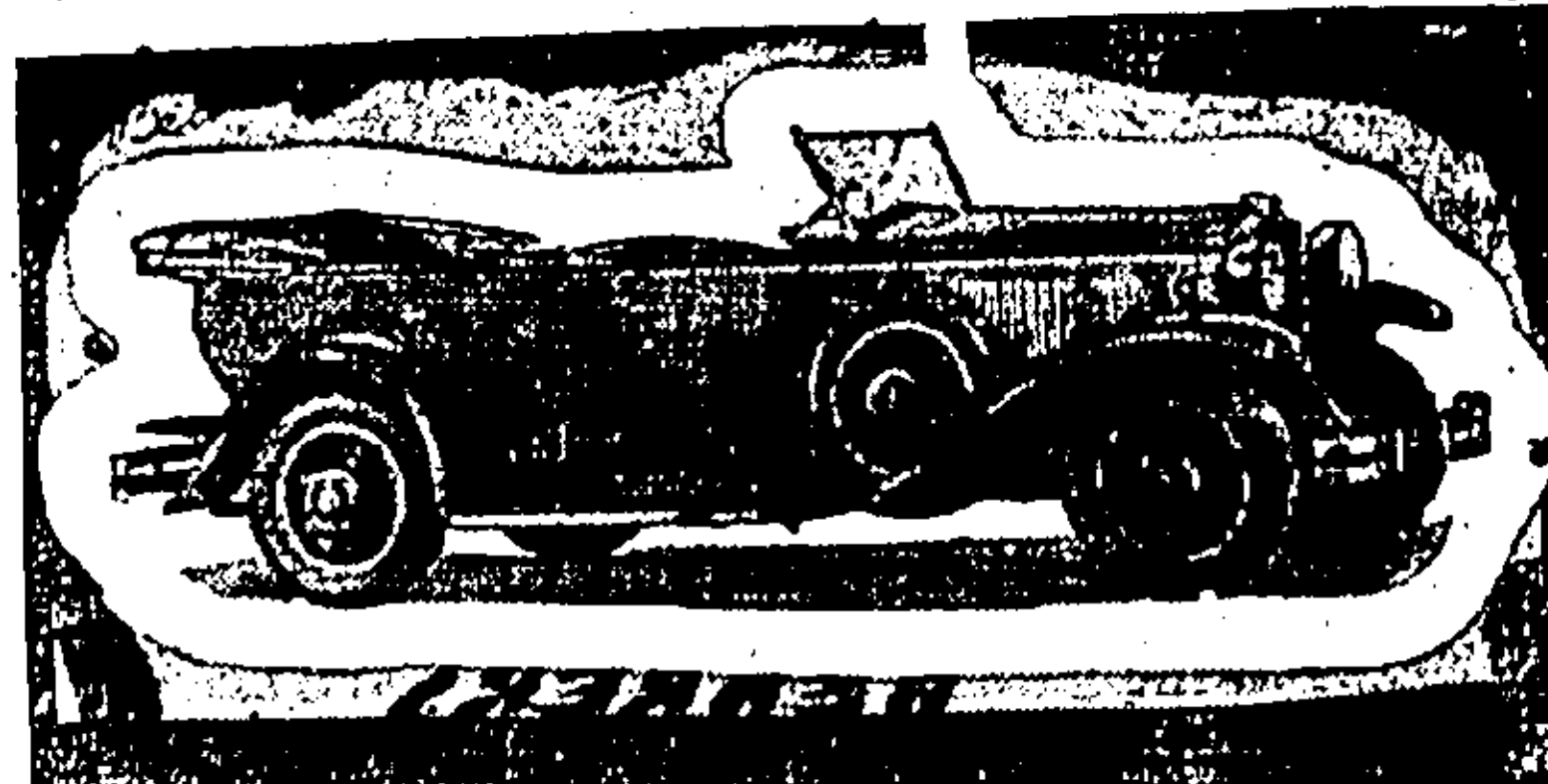
Sedan 8-Model "C"

colour harmony.

The most recent contribution to the aesthetic in the realm of automobiles owes its origin to the science of geometry. Hupmobile engineers and designers, have for the first time in the history of automotive industry produced a motor car with a single modern motif of design. A clearly defined median line divides the ensemble into modernistic planes and brings the halves into symmetrical balance just as a yacht is balanced upon its keel.

The front line of the roof and the visor are carried forward to an

imagination of yesterday, as are the vari-coloured thermos bottles, fountain pens, cameras, clocks, cash registers and typewriters. And colour in industry is further beautifying famous aircraft and railways; the bright blue bodies and orange wings of the craft of a large American Airways Corporation sharply contrast fleecy white clouds; and the PLM Train Bleu from Paris to the Riviera rivals the glittering Rhinegold express which streaks its violet, ivory and gold from the North Sea to the Alps. Utility must share its place with artistry in practically every industrial product of to-day.



Phaeton 8-Model "C"

CAR TERMS.

Simple Explanations

Following are a number of definitions of common motoring terms:

Pick-up is a term referring to the accelerative ability of the car when it responds in greater or lesser degree to an extra supply of petrol after depression of the accelerator pedal.

When driving at night a large number of motorists dim or dip their lights. These two terms have entirely different meanings. To dim means that the current in the main head lamps is switched on to a second filament of lesser power than that normally used. On some cars provision is made for the lamps to be dimmed by means of a resistance switch. Dipping is carried out by turning lamps or reflectors downwards and, on some

cars, at the same time sideways, so that an oncoming driver is not dazzled. Blanking out means that the head lamps are switched off and only the side lamps are left on—this is not to be recommended at any time because of the risk involved to the driver in question by suddenly robbing him of the greater part of his illumination.

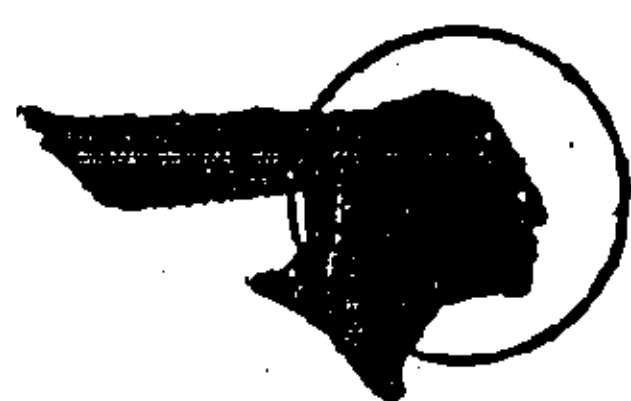
Coasting is a term used for an operation that emulates the free-wheel bicycle; that is to say, on a long and safe descent the experienced driver will place his gear lever in neutral, when the car will glide noiselessly, since the car will not be driven by the engine, or be endeavouring itself to drive the engine.

Bodybuilders' Terms.

Other terms which may mystify the newcomer to the pastime are those used by bodybuilders. For example, one might naturally imagine that a six-light saloon would be one having six windows (two on each side, one at the rear and one at the front—the windscreen). Such, is, however, a four-light saloon, for only windows at the sides are counted in this connection. A coupe is an enclosed car with accommodation for two, or sometimes three, persons inside, and having in some instances, a dicky seat at the back for two more passengers. A sportsman's coupe is a four-seater in effect, with the rear seat or seats fitted close to those in front; the back seats are usually intended only for occasional use, all seats being under the main roof. The sportsman's coupe is sometimes known as a close-coupled saloon.

An open four-seater is still known as a tourist or touring car, a term which is becoming out of date, since closed cars are gaining wider and wider popularity for all purposes. There are countless terms relating to bodywork alone, so it is impossible to name them all.

PONTIAC 6



A SIMPLE ENGINEERING PRINCIPLE GIVES PONTIAC UNUSUALLY LONG LIFE.

It is an established engineering principle that fewer engine revolutions mean a longer-lived car. The Pontiac Big Six makes 380 fewer engine revolutions per mile of road travelled—regardless of speed—than the average car in its price class.

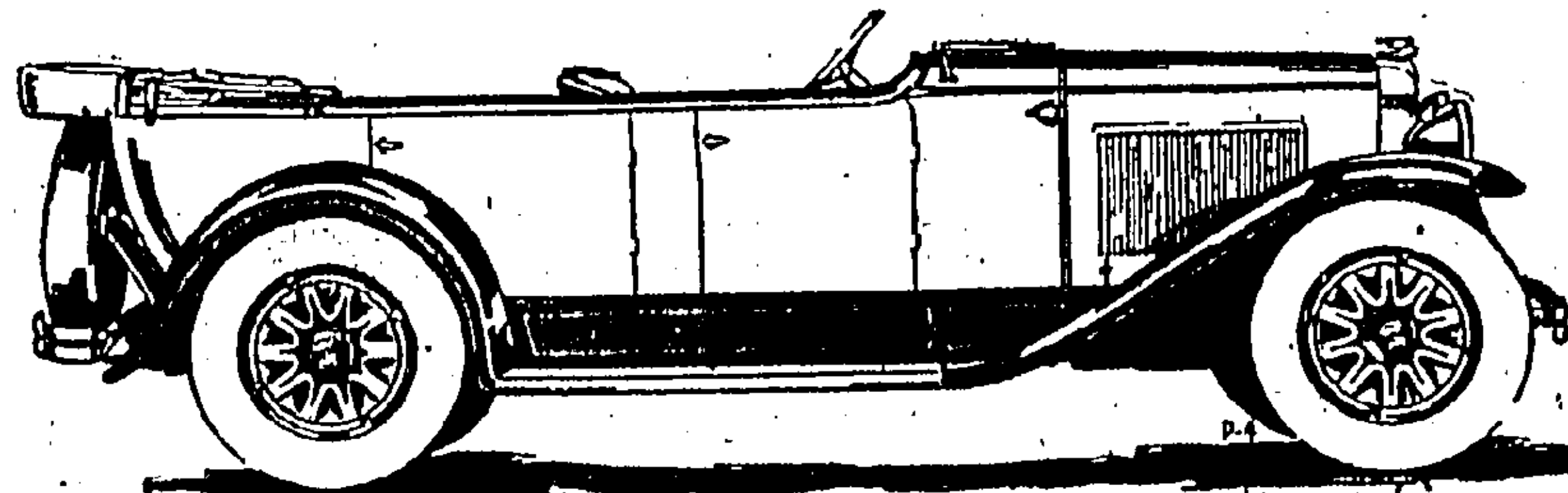
Pontiac is also slightly heavier—enough stronger throughout to assure longer wear and greater safety, wherever extra strength is needed. Pontiac's roomy, luxurious bodies are by Fisher, too—another assurance of long life.

Yet these long-life features sacrifice nothing of Pontiac's speed, hill climbing power, flashing pick-up, and flexibility in traffic.

Sole Distributors:

THE ORIENTAL MOTOR CAR CO.

353-7, Hennessy Road. Tel. No. C. 406.



Ask us to tell you
PONTIAC'S LONG LIFE STORY

ANNOUNCEMENT

WE HAVE BEEN APPOINTED SOLE DISTRIBUTORS IN SOUTH CHINA FOR CHRYSLER EXPORT CORPORATION

TO REPRESENT THE FOLLOWING MOTOR CAR LINES

CHRYSLER "80"

CHRYSLER "77"

CHRYSLER "70"

CHRYSLER "66"

DE SOTO "STRAIGHT EIGHT"

DE SOTO "SIX"

PLYMOUTH

AND

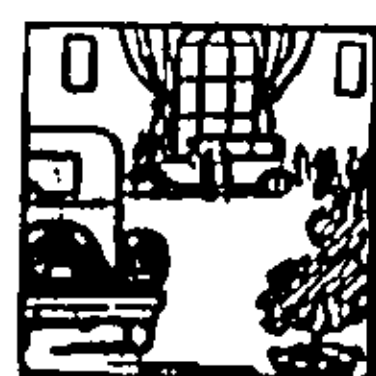
FARGO COMMERCIAL TRUCKS

OUR FIRST SHIPMENT HAS ARRIVED.

THE NATIONAL MOTOR CAR CO.

484-486 QUEEN'S ROAD, WEST.

TEL. 25674.



MOTOR NEWS

From Road & Showroom



A Unique Club.

Members of Studebaker's unique 100,000-mile club, composed of nearly 1,000 stout-hearted Studebaker cars which have refused to wear out, have an aggregate of nearly 150,000,000 miles to their credit. The average for each car is 156,500 miles or 6.2/3 times around the world.

Radiator Shutters.

The radiator shutters on Studebaker President and Commander Eight models are controlled by a thermostatic unit in the cylinder head which quickly attains and constantly maintains the most efficient operating temperature.

Ford Cars and Trucks.

World production of Ford cars and trucks in February was 148,160, including units produced for foreign assembly, compared with 100,927 in January, the Ford Motor Company announced today. This is an increase of 47,233 units. Production schedules for March called for 7,750 cars and trucks a day.

Novel Punishment.

A novel sentence was recently passed on a motorist for speeding and reckless driving at Libertyville, Illinois, U.S.A. He was fined fifteen dollars, but in addition he was forced to sweep the street outside the courthouse, from end to end, under police supervision. It is rather difficult to see exactly in what way this punishment fits the crime.

Moisture Causes Rot.

In many closed models drainage of water that gets down inside the door is by means of a small hole in the bottom. Although few motorists seem to suspect the fact, this hole is not above getting clogged. The result is that the water is trapped in such a fashion that it is likely to rot parts adjacent to it—upholstery and door sill. It is easily cleared by running a pencil through it.

New German Car.

The Maybach Company, of Friedrichshafen, Germany, is reported to be about to bring out a new twelve-cylinder car.

A January Record.

Registration of 2,201 Ford passenger cars in Wayne County last month set a new high record for any January in the history of the Ford Motor Company. This was 28 more than were registered in January, 1929, and was even larger than the registration in January 1924, the peak year in Ford production. A total of 3,892 cars were registered last month. Of these 55.5 per cent. were Fords.

The First Car.

The first car to be used on the island of St. Helena, following the removal of the ban which prohibited the use of motor vehicles on the island, was an Austin Seven taken out there by a resident at the end of last year. The Government are carrying out a thorough overhaul of the main roads, and the Austin Motor Co., Ltd., have already received several orders for Austin Sevens from the island.

Reconditioning Valves.

Sometimes the desire to put the engine into good condition results in upolling it, so far as profitable performance goes. Nowhere is this better illustrated than in reconditioning valves.

Though it is true that many a poor engine has been given new vigour by reaming out the valve seats the performance of this sort of job is no guarantee that it will make a healthy motor better. Cutting down the seats is a remedy that should be reserved for cases where valves do not give full efficiency even when they have been refaced, ground in carefully and adjusted properly.

It occasionally happens that a valve seat is too wide or perhaps not deep enough. In such cases more than mere grinding is needed.

Lord Balfour as Cyclist.

The late Lord Balfour was a keen sportsman. Not only did he play golf and lawn tennis, but he was the President of the National Cyclists' Union, and in the later years of the last century he was conspicuous for his affection for the Bantam, which he rode with no little skill. He became a member of the Cyclists' Touring Club, too.

Beautifying Standards.

The municipal authorities of Stettin, in Germany, have decreed that the monotonously uniform electric light standards shall be made beautiful as well as useful. With this end in view, ornamental baskets containing flowers in bloom have been affixed to the lamp posts throughout the city. This is an idea adopted some considerable time ago in certain towns in Britain.

Why Retain Trams?

Every road user, whether he is a motorist or not, is aware of the appalling traffic congestion caused by trams. According to Motor Transport, the statistics just issued by the Underground group of traffic systems indicate that the total number of passengers carried by Underground railway train and bus in 1929 was 2,176 millions. Of this total, the buses carried 73 per cent., the railways 18 per cent., and the trams 9 per cent.

Detroit's "Speed-Highway."

A motorist proceeding along Woodward Avenue, leading from Detroit to Pontiac, Michigan, 20 miles distant, is liable to be fined, it is reported, if he travels at a speed under 35 m.p.h. On this road there are four "lanes" for fast motor traffic which must travel at 35 m.p.h., there being two such "lanes" in each direction. There are also four "lanes" for slower-moving traffic. Normally, there is a constant stream of "fast" traffic moving at about 60 m.p.h.

Road Taxing.

In Mexico there is at present a programme for the construction of \$40,000,000 worth of roads during the six-year period starting in 1928 and ending in 1934. The funds are derived from special taxes only. None of the income from general taxation is used for roads. Money is raised through petrol and tobacco taxes.

Women Racers.

By the way, we shall not, as some people seem to think, have women motorists racing at Brooklands in every kind of race. Women drivers are going to be allowed to enter for some races, such as the long ones, but not the shorter swift ones that are such a feature of holiday scenes. But, once they start, there is no saying the women drivers may not ultimately race in all.

Petrol Pumps.

A new regulation for the protection of the motorist has come into force at Rome—or, rather, branches of it will be punishable from April 1. Petrol pumps are now "measuring instruments" under the Weights and Measures Acts and must be stamped as accurate by a Board of Trade inspector, and any agent or garage proprietor having in his possession an unstamped petrol pump after April 1 is liable to prosecution.

Taxicab Linguists.

Foreign visitors to Copenhagen need not be afraid of being unable to find taxicab drivers who speak other languages than Danish. Mr. Jens Paulsen, the president of Copenhagen's leading taxicab association, states that nearly 50 per cent. of his chauffeurs speak English, French, or German. They are trained at a special school when out of duty. The Copenhagen police officers have also been trained in the main languages, especially English.

"Borrowed" Cars.

Mr. Mead, the Marlborough Street, London, magistrate, considers an unnecessary the Bill before Parliament under which it is proposed to make "joy-riding" an offence. He maintains that no joy-ride can take place without the theft of petrol.

He remarked: "It appears to me that the criminal law is being interfered with to set up an anomalous state of things. There may be improper borrowing in other cases: a valuable book may be kept for months for the purpose of being used. There is no remedy in that case; an umbrella may be improperly borrowed, but there is no remedy for that." He said, further, that the Legislature does not propose to make a general law, but has picked out the only instance of improper borrowing where there is already a remedy provided.

Across Europe.

Recently, at the Royal Society of Arts, an interesting and amusing lecture was delivered by Mr. V. T. Brennan on the subject of the C.S.M.A. Run to Prague. Starting from Middleburg and proceeding down the banks of the Rhine to Cologne, Bonn and Mainz, the party traversed a most picturesque course through Nurnberg and Pilsen to the borders of Czechoslovakia, and thence to Prague, whence they returned individually.

The lecturer spoke feelingly of the warmth of the reception which was accorded them all along the route—a welcome so overpowering as occasionally to involve three ceremonial lunches in one day. In many places the party were accorded civic receptions, special police were stationed at cross-roads en route, and it is evident that no pains were spared by the Czech authorities to make their visitors comfortable. After the lecture the C.S.M.A. film was projected. The lantern slides, which were made from snapshots taken by members of the party, showed a high standard of interest and technical ability.

Human Traffic Signals.

The policemen on point-duty at Norfolk, Vancouver, "wear" "stop" and "go" lights; by turning his body the policeman can thus control the traffic. A green light is strapped to each arm and red lights to the back and chest. The lamps are illuminated by means of a small battery.

A.A. Family Membership.

The British Automobile Association announces that until further notice an existing member may nominate for membership a near relative without payment of entrance fee. The mother, father, sister, brother, daughter or son come within the definition of a near relative.

Rolling Roads.

The speed and rush in the manufacture of automobiles render it no longer possible to put each individual car through a trial run of hundreds and thousands of kilometers. It is, therefore, unavoidable that new cars come on the market without having been previously tried and that the buyer has to carry out this important task himself. In cases where trial runs are, notwithstanding, carried out before sale, they cost too much time and money if carried out on the open road. In order to remove this deficiency, felt by the automobile manufacturers of all countries, the idea of the "rolling road" was adopted. The rolling road is of remarkably simple construction. Fundamentally, it consists of only two drums, on which the rear wheels of the car to be tested run. The revolving rear wheels rotate the drums, while the car is so anchored that its rear wheels cannot leave the drums. The road on which the driving wheels run is thus nothing else but the periphery of the drums. A recording dynamo is connected with the drums, and from the number of revolutions of the dynamo the speed per hour of the car is directly determined.

Helping the Hospitals.

A fund for motorists to contribute towards the treatment of motor accident cases has been opened at the Monkwearmouth and Southwick Hospital, Sunderland; motorists are invited to contribute 2s. 6d. per year.

Sir H. Segrave Fined.

Sir Henry Segrave, the holder of the world's motor-car speed record, was at Hampstead fined £5 for driving a motor-car at Fitzjohn's Avenue, Hampstead, at a speed of 45 miles an hour.

Mr. J. P. R. Lyell (the chairman): Is anything known against him?

Sub-Divisional Inspector Taylor: He has never appeared at this court, but there are nine previous convictions against him, spread over a number of years.

Transandine Service.

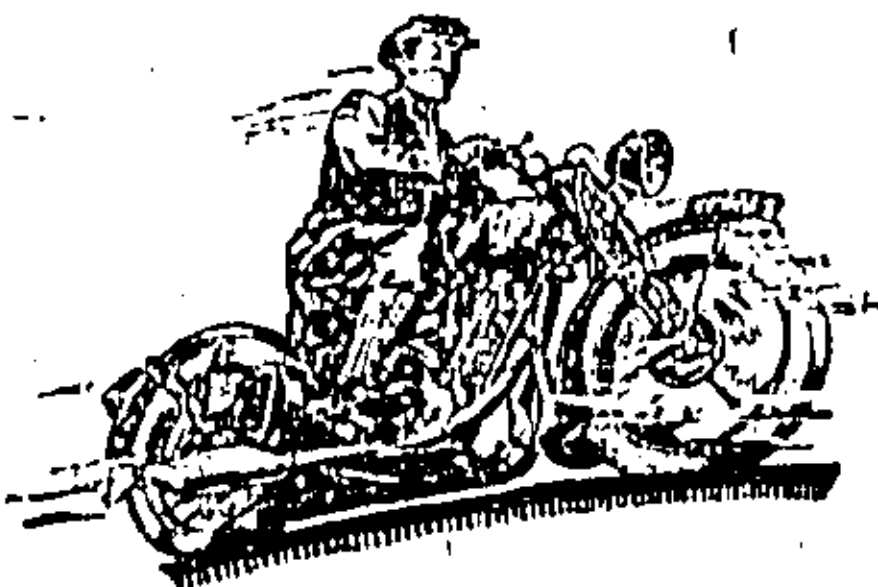
Five passengers safely crossed the Andes in a motor-omnibus—the first of a service which will eventually join Santiago, the capital of Chile, with Buenos Aires, 800 miles away across South America. The passengers alighted at Mendoza, in the Argentine, where they stayed the night, before continuing the journey to the Argentine capital.

A company has been formed to establish the Transandine service, and an order has been placed in Britain for thirty-six motor-omnibuses of a specially comfortable and durable type. Thus it will soon be possible to traverse by air, road or rail, a route which, until twenty years ago, was only passable in extreme hardship on a mule.

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Greater Strength—Greater Safety—
Greater Comfort—Greater Value



RIDE ON A BACKBONE
OF FORGED STEEL
WHICH CHARACTERISES
1930

B. S. A.

1930 B.S.A.s with inclined engine now have a frame with a backbone of Forged Steel, giving super frame strength and rigidity. That is just one of the features which help to make 1930 B.S.A.s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift, spring-up stand; new wide-flare front mudguard, etc.

Come and inspect the New Models in Stock.

THE SINCERE CO., LTD.
SOLE AGENTS.

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road, C.4759.
BEAN.—Lane, Crawford, Ltd.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road, C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4759.
CLYNO.—Lane, Crawford, Ltd.
DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
FORD.—Wallace Harper & Co., Ltd.
HILLMAN.—Lane, Crawford, Ltd.
HUMBER.—Lane, Crawford, Ltd.
MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—The Oriental Motor Car Co., 66, Queen's Road C. Tel. C. 406.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road, C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.
VAUXHALL.—Lane, Crawford, Ltd.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR TRUCKS AND TRACTORS.

BEAN.—Lane, Crawford, Ltd.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4759.
DODGE.—South China Motor Car Co., 33, Des Voeux Road C. Tel. C. 5644.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
FORD TRUCK.—Wallace Harper & Co., Ltd.
FORDSON TRACTOR.—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4759.
SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C.1067.
HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon, Tel. K. 1242 & K. 804.
HUMBER.—Lane, Crawford, Ltd.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road, C. 4759.
ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C.1247.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.
MICHELIN TYRES.—Goeke & Co. China Building C. 2221.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.

BUSINESS OPPORTUNITY.

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To Prevent Skidding.

When the weather is warm in Berlin and the asphalt becomes soft with the heat, a heavy road-rolling machine is run over the surface. The wheels of this vehicle mark the surface with a pattern like that of bricks, to prevent the risk of motor vehicles skidding.

DE SOTO CAR.

Finishes Second in Rally.

An American-made De Soto finished second in the recent Monte Carlo Rally. European auto reliability classic, defeating a field of 31 other American cars; 38 French cars, 25 British, 21 German, 11 Italian, 2 Belgian, 2 Czechoslovakian, 2 Polish and a Hungarian machine. Driven by Count Albert Berlesco, the De Soto finished only .009 of a point behind the winner, Hector Petit in a French La Licorne car. Included among the 133 American and European machines entered in the annual event were some of the highest-priced motor cars of both continents.

Count Berlesco, like the winner, started from Jassy in Roumania, a distance of 2,181 miles from the finishing point.

The Monte Carlo Rally is strictly a reliability run. Points are awarded machines on the basis of the length of their run and the closeness with which they keep to their schedule, of over 2,000 to 3,000 miles under all conditions and hazards of winter roads. Control stations are established throughout Europe to check up on the contestants as they pass through. Other points are awarded for performance in events held at Monte Carlo, to test the abilities of the machines and the competence of the drivers.

One of the year's biggest events in Europe, the rally attracts drivers from many countries. Newspapers print progress reports during the run and in many automobile clubs and centres, maps are kept as nearly up-to-date as possible, showing drivers' locations.

The rally, among other things, established the supremacy of the inexpensive modern automobile in the price class of the De Soto. The results are regarded as a tribute to the reliability and performance that manufacturers are building into these jobs.

The newly appointed distributors for South China are the National Motor Car Co., of 454-486 Queen's Road West.

COASTING.

A Bad Habit.

Some motor car drivers, and good drivers, too, have what may be described as a surprising habit, on every down grade, of pushing the clutch out, and coasting as far along the road as the gradient will take them. It is therefore well to warn such people that if this bad habit is indulged in frequently, retribution will follow as certainly as day follows night. The man who designed the clutch on any particular car, made his calculation on the assumption that this particular unit would only be used for a few seconds at a time when gears were changed. He never contemplated that the driver of the car would hold the clutch out for minutes on end. As unnecessary weight on a car means unnecessary consumption of petrol, the designer very naturally decided to employ the smallest ball-thrusts and bearings consistent with reliability that would stand up to the job, which is usually allotted to a clutch. The user, by turning his clutch into what one might term a "free wheel," is putting a strain on the thrust races and bearings for which they were never intended. For a time no trouble may develop, but like every other machine, constant abuse will eventually break it down.

If the driver of a car desires to coast on a down grade, let him do so, but he must slip his gear lever into its normal position. By this means no harm whatever will be done to the car, but it entails just a little to return the gear lever into its previous position without causing the pinions in the gear box to shriek in agony.

Whenever such "coasting" is in progress it is well to strike a note of warning to drivers whose cars are fitted with vacuum servo brakes. Every motorist who has had experience of one of these brake assisters must know that where the engine is not running he has practically to depend on his hand brake. "Coasting" down a hill in neutral may permit the engine to stop, and unless this has been noticed, the driver may receive a shock should he desire to pull up suddenly. Of course, if he is prepared to apply the extra pressure to the brake pedal and make all the necessary plans beforehand, all will be well. On some cars, of course, the danger of an unexpected engine stop in these circumstances is not so great, especially on a car of which the pressure on the brake pedal, that has to be applied, does not vary to any great extent whether the engine is running or not.

ON THE ROAD.

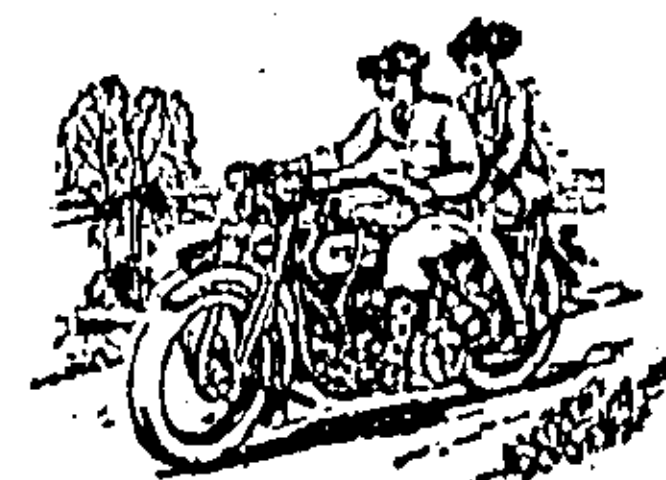
Hints for New Owners.

Road accidents are almost invariably caused by lack of skill on the part of someone in charge of one or more of the vehicles concerned. It does not profit anyone to blame slippery roads for accidents. If slippery road surfaces exist—and, unfortunately, they do to some extent—motorists who are not masters of their cars to the fullest possible degree must remember that any excessive speed is dangerous. In other words, speed must suit road surface conditions just as it must conform to road traffic conditions. One may run off a safe on to a dangerous surface with startling rapidity, and with this fact to be faced, the novice or timid driver must proceed in such a manner that he never exposes himself to the risk of the need for a sudden stop.

There is a point to which it is worth while directing the attention of those who are using their first cars. When front wheel brakes became practically universal, they were so great an advance on the old rear-brake-only system, that a, perhaps, false feeling of security was engendered. A belief, quite contrary to facts, sprang up that a four-wheel braked car could not skid. With four perfectly adjusted brakes and a reasonable degree of skill on the part of the driver, a serious skid is very improbable. But brakes, like everything else about a car, need attention, and even if they receive it, not everyone can set four brakes accurately. It follows that there are a great number of imperfectly adjusted braking sets in use, and, unfortunately, it is just such sets which are likely to be in use by novices and drivers of little mechanical knowledge or skill in emergency. To all such it is advisable for them to have their brakes overhauled and carefully set at least twice a year by an expert. The controllability of cars of to-day in the hands of all but an expert is also very greatly affected by the correct inflation of tyres. In spite of the efforts of the

tyre manufacturers in their campaign to assist motorists by urging weekly tests of pressure, the bulk of motor car users are, it is feared, too often indifferent to the warning. The Dunlop Perdurant Co. state that a motorist should examine tyre pressures just as carefully as he inspects the oil level in his engine.

On a greasy road a car with under-inflated, spongy tyres is often an awkward instrument to control in an emergency, particularly when roads are pot-hole or, worse still, wavy, as is so often the case where much heavy traffic passes. Tyre pressure testing and correct inflation are matters that the vertiest tyro can see to himself with the use of a pressure gauge. If he takes the precaution to do this simple task once a week, and has his brakes seen to by an expert now and again, the lot of all road users will be happier. In that way life safety and the preservation of human life.



1930 HARLEY DAVIDSON
NOW ON DISPLAY

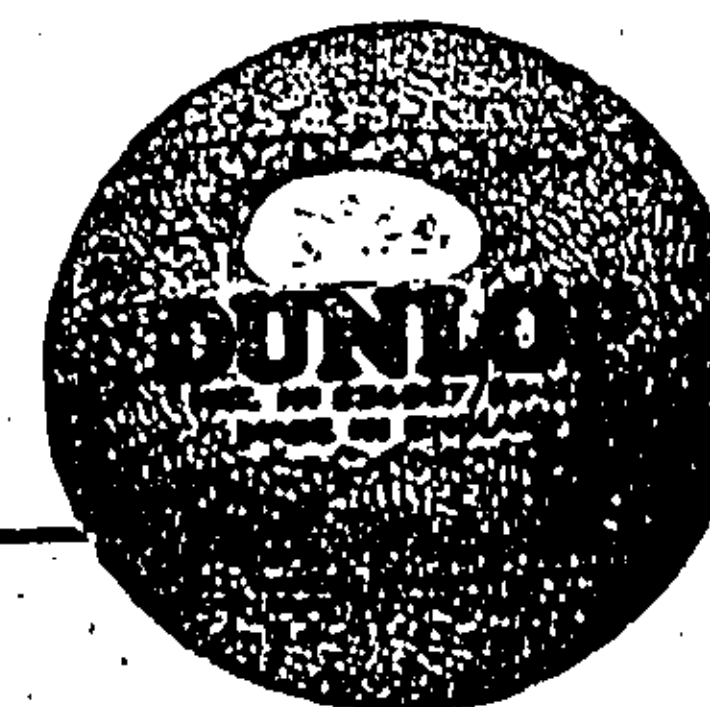
THE GASCON MOTOR CO.
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 & K. 804. 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry).
A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK

THE DUNLOP TENNIS BALL

has to its credit the largest number of tennis successes ever achieved with any Tennis Ball.

1929 RECORD

750 CHAMPIONSHIPS & TOURNAMENTS throughout the World



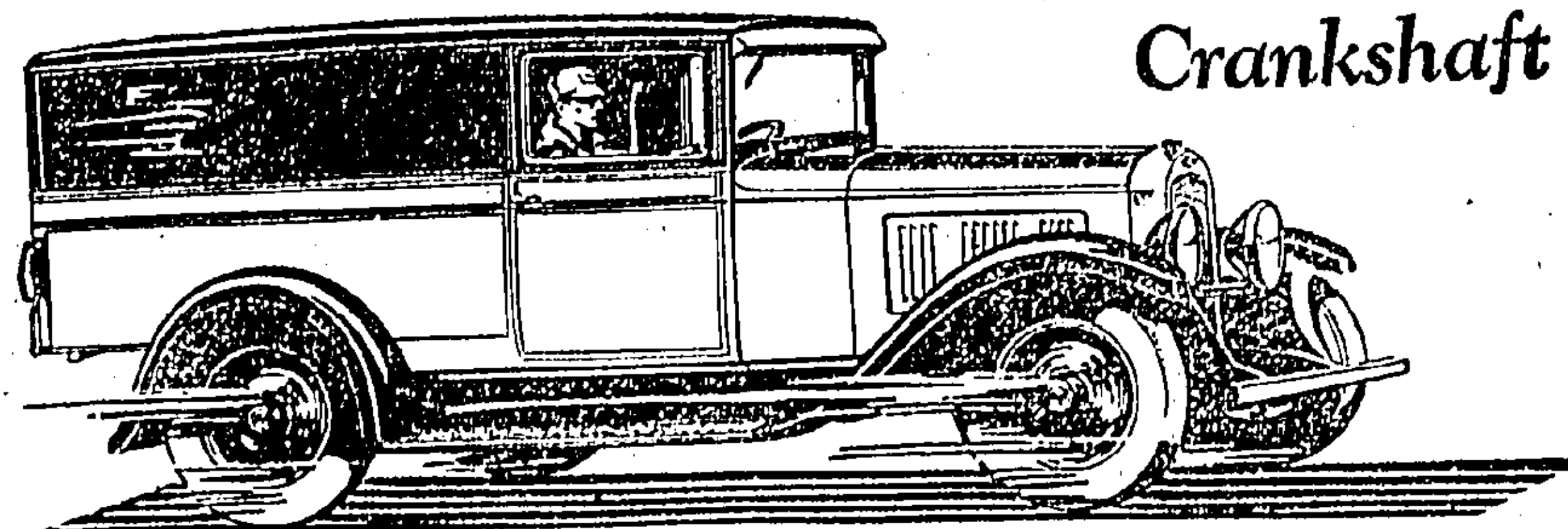
\$10.00 per dozen at all Stores.
Special Rates for Clubs and Tournaments.

Announcing the 1930

WILLYS SIX

1½ TON TRUCK
with 4-speed transmission

Counter-balanced Crankshaft



MODEL C-101

WILLYS SIX
1½ TON TRUCK
\$2,180

(All prices and specifications subject to change without notice.)

SUCCESSING the Whippet Six Truck the newly designed 1930 model Willys Six Truck adds to the laurels of its predecessor by numerous mechanical improvements.

A more powerful engine, having a heavier counterbalanced crankshaft, with large, oversized bearings, resulting in faster and better performance is now standard design.

Your nearest Willys-Overland dealer will be glad to supply literature and to demonstrate this new and better truck.

Sole Distributors for Hong Kong & S. China:

GILMAN & CO., LTD.
4A, Des Voeux Road, C.

Service Station Garage:

DURO MOTOR CO., LTD.
122, Nathan Road, Kowloon.

LONG ECONOMICAL LIFE

ENGINEERING DESIGN.

Chrysler's Six-Cylinder Car.

OUTSTANDING FEATURES.

After months of experimental work, the Chrysler Corporation have introduced the lowest-priced six-cylinder car in its history—a car that possesses engineering design heretofore associated only with higher-priced cars. The announcement confirms recent reports that a leading manufacturer was planning to enter the low-priced six-cylinder field.

Now, from front to rear bumper, the Chrysler Six is now on display in the showrooms of all Chrysler Distributors. Five body styles in attractive colour combinations, and featuring many refinements in mechanical detail and appearance are offered. Models available include the four-door sedan, the coupe with rumble seat, business coupe, phaeton and roadster.

With this new car, Chrysler engineering resources for the first time have been brought to purchasers of low-priced cars without sacrifice of quality, performance or riding comfort. Viewed from every angle, the appearance of the car is distinctive with full stream-line effect.

Outstanding features of the new Chrysler Six include silent all-metal bodies, rubber insulated frame and engine, hydraulic four-wheel internal-expanding brakes, a high-compression 62-horsepower engine, hydraulic shock absorbers and positive fuel pump.

Sweeping Body Lines. Sweeping body lines are accentuated by the modern narrow radiator profile, hood bars, hood and body moulding. All exterior hardware including head and coil lamps, radiator shell, hub caps, bumpers, tail light and door handles are chromium-plated, insuring a lustrous non-tarnish finish which harmonizes with the wide range of lacquer combinations offered. Heavy steel fenders are of exclusive Chrysler design.

The new all-metal body construction is a distinct Chrysler development, and provides rigidity and balance which only this design affords. The front end, hood and sides are heavy one-piece stampings from sheets of metal welded together to make a single body unit. Special insulation of felt and rubber prevents rumbles, squeaks and rattles. Graveling road tests have proved the bodies permanently firm and light.

The body is mounted on the chassis in a manner to insure a low centre of gravity and eliminate sideways. Wood is used in the construction where this material is advantageous. The roof which is built as a unit, is bolted to the body by eight bolts. All pillar braces are of heavy steel stampings with ribs added, riveted and welded into place. All-metal type doors are used, and they are unusually wide to permit easy entrance and exit. Adjustable rubber buffers, heavy hinges and special latches eliminate annoying rattles and assure positive lock.

Cosy Interiors. Interiors give the impression of custom coach work, being designed to provide maximum room and comfort. Upholstery is gray cloth in the closed models and leather in the open models. Silver-finished interior fittings are in harmonious design. Seat cushions are wide and deep, tilted at the proper angles for riding comfort. Arm rests and assist cords are provided in the sedan

model. Polished plate glass windows and doors, slide in felt channels, preventing vibration and rattles.

Convenience and completeness are featured in the attractively arranged controls in the driver's compartment. Grouped in a panel indirectly illuminated are speedometer, ammeter, oil pressure gauge and electric fuel gauge. Carburetor choke and theft lock ignition switch are within easy reach of the driver. On top of the one-piece finger-thin steering wheel are the light control switch, gasoline throttle and horn button. Spark control is entirely automatic. Gear shift is standard, three speeds forward and one reverse. Easy steering is provided by the semi-irreversible worm and sector type, fully adjustable for wear.

The New Engine.

The new engine, incorporating the latest Chrysler features, is the L-head type with a bore of 3 1/4 inches, a stroke of 4 1/4 inches and a displacement of 195.6 cubic inches. S. A. E. rating is 23.44 horsepower, but it develops 62-horsepower at 3,200 revolutions per minute. Chrysler's famous Silver Dome cylinder head, affording maximum engine efficiency, is standard equipment with a compression ratio of 5.2 to 1. The engine is mounted in

rubber and completely insulated from the frame.

Four main bearings support the statically and dynamically balanced crankshaft, which is completely machined. Improved manifolding, carburetion, ignition and machined combustion chambers insure uniform compression, adding materially to the smooth performance of the engine. Aluminum alloy piston rings and one oil-control ring. Exhaust valves are of all-chrome steel and intake valves of chrome nickel steel, both sets being 1-5/16 inches in diameter. The camshaft is mounted in four bearings. Engine accessories include air cleaner, fuel pump and filter, case ventilator. Lubrication is by full force-feed to all crankshaft, connecting rod and camshaft bearings. The V-type fan belt also drives the generator.

A Unit Power Plant.

The transmission is completely housed with the clutch and flywheel, forming a unit power plant. It has been especially designed to transmit the power developed by this particular engine, and is synchronized with the entire power system. Gears have extra wide faces and are made from the finest steel, oil-hardened. The clutch is the single dry plate type, nine inches in diameter, cushioned by coiled springs.

The rear axle is the semi-floating spiral bevel type with heat-treated nickel steel gears, and double thrust absorbing roller bearings. Rear axle gear ratio is 4.7 to 1 on all body styles. Standard equipment includes newly styled wood wheels of the artillery type, although

wire wheels are available as special equipment. Oversized balloon tyres (19 x 5), Six-Ply are provided. The I-beam type front axle is forged and heat treated and equipped with adjustable tapered roller wheel bearings.

Chrysler hydraulic weatherproof internal four-wheel brakes, expanding in eleven-inch drums, provide positive and equalized service braking facilities. Brake bands are all 1-1/2 inches wide. The parking brake is mounted at the rear of the transmission and contracts on a seven-inch drum.

The total spring length is 89-1/2 inches, both front and rear springs being 1-3/4 inches in width. Every spring is of Silico-manganese steel, and controlling their easy action are Lovejoy hydraulic shock absorbers as standard equipment.

Cooling System.

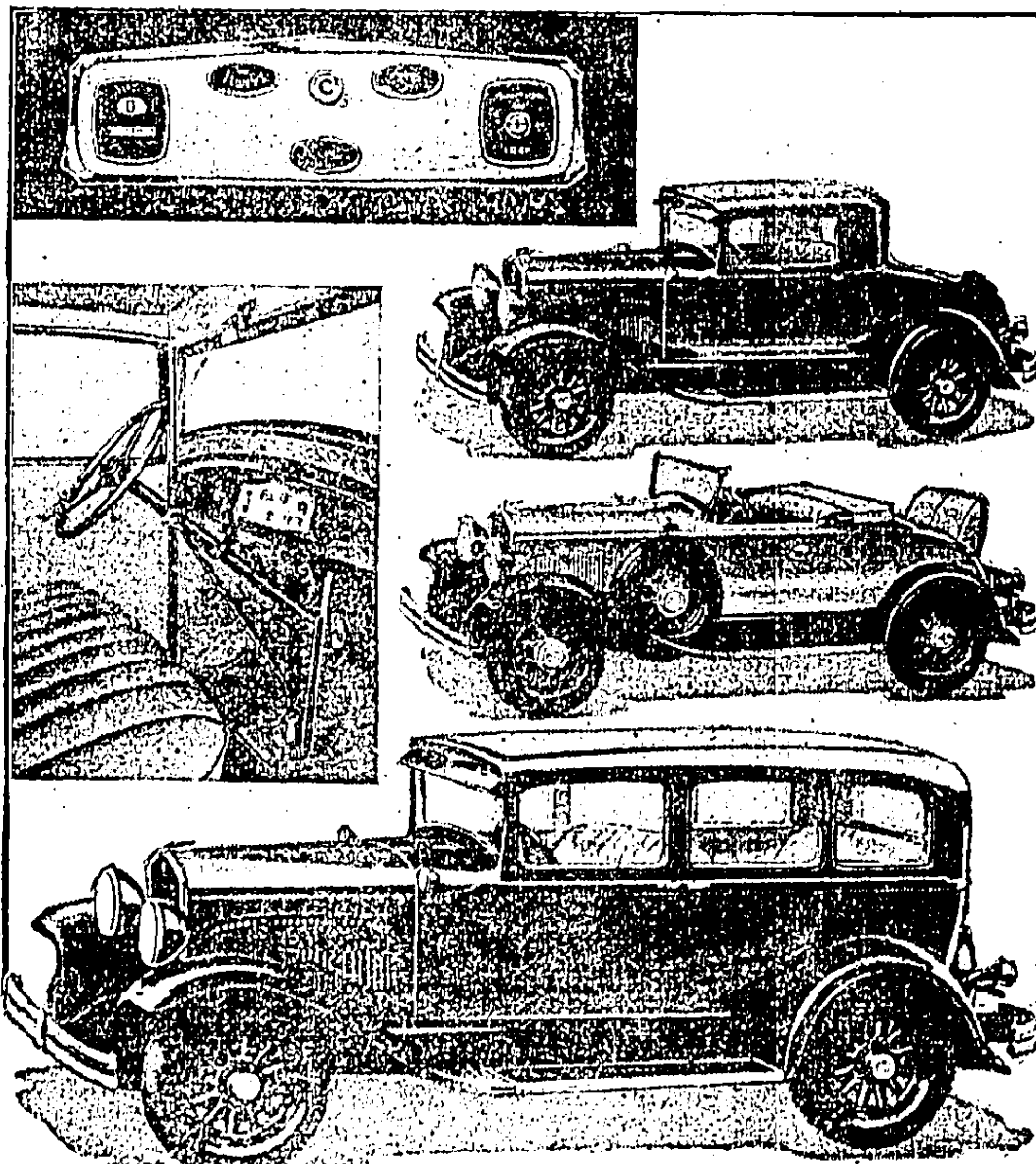
Water in the cooling system is circulated by centrifugal pump, an automatic thermostat preventing circulation around the cylinders until the proper operating temperature is reached. Cellular radiator construction, capably three U.S. gallons, provides maximum cooling area.

The rugged chassis, frame of heavy pressed steel has four supporting members exclusive of the rear engine support.

In the entire construction of the car, every unit has been designed to provide new standards of performance and comfort that are due the purchasers of cars in this price class.

The newly appointed distributors for South China are the National Motor Car Co., of 484-486 Queen's Road West.

Chrysler Introduces New Low-Priced Six.



Striking innovations in performance and appearance are represented in the new Chrysler Six models announced this week, the lowest-priced six cylinder car ever to bear the Chrysler name. At the top, is the business coupe; centre, sport roadster, and below, the four-door sedan, all bodies being of the all-metal type with chromium-plated exterior hardware. The complete and symmetric instrument panel is shown at the upper left, while the roomy and comfortable front compartment is also illustrated. All cars are powered with 62-horsepower engines, and are equipped with weatherproof internal-expanding four-wheel hydraulic brakes.

TANK CAPACITY.

An Interesting Analysis.

The number of filling stations on main roads nowadays is so large, and the methods of supplying petrol from pumps is so rapid that it might be argued that there is no longer much need for a car to be provided with a large petrol tank. Then again, on the majority of cars there is a clearly visible petrol gauge and a reserve supply made available by turning a tap, so that it is highly unlikely that any but the most careless of drivers would become stranded by shortage of fuel.

On the other hand, a modern car is capable of running for prolonged periods at high speeds, so that it is irritating to the driver who is trying to cover, say, 160 miles in four hours, if he has to pull up at an intermediate point in order to take more fuel on board. There is also a psychological aspect to the subject, namely, that the less frequently an owner has to stop and fill up the tank the less likely is he to be dissatisfied with the petrol consumption of his car!

An Interesting Analysis.

Believing this subject to be one of general interest to owner-drivers, the Autocar carried out an analysis of a large number of well-known makes of car, based upon the specifications which included figures given by the car manufacturers

for tank capacity and for miles per gallon. In making this analysis (says the Autocar) we divided the cars into four classes, selecting from 12 to 20 individual makes in each class, and the division was made as follows:—Baby cars up to 10 h.p. rating; medium-sized four-cylinder cars; medium-sized "sixes," and large cars with a rating exceeding 25 h.p.

Continental Cars Score.

The result of this analysis is that for the smallest cars the average tank capacity provided is 6 1/2 gallons. In each case we took the figure for tank capacity, and multiplied it by the makers' figure for m.p.g., so obtaining the mileage which that particular car would run on one tankful; these mileages were also averaged, giving a result (for the smallest cars) of 215 miles. Incidentally, this gives a calculated average of 29 m.p.g. for the petrol consumption.

The same process was applied to the other car classes, and for the medium-sized four-cylinder cars, gave a result of 19 1/2 gallons for tank capacity and 270 miles for maximum distance covered, the consumption averaging 25 1/2 m.p.g.

There is no doubt that this figure for tank capacity is considerably higher than would have been the case a few years ago, the reason being that in the intervening period a number of makers have given up smaller tanks in favour of tanks mounted at the rear. Naturally, the seatbelt position limits the capacity which can be employed. In this class, as in others, it was notice-

able that the largest tanks were usually those fitted to the Continental cars.

Medium-Sized "Sixes."

In the next class, made up of medium-sized six-cylinder cars, many of the chassis are similar to those of four-cylinder cars produced by the same concerns, so that the average tank size is much the same, namely, 11 1/2 gallons. On the other hand, the average consumption of a "six" is higher than that of the equivalent four-cylinder model, which reduces the mileage which can be covered on a tankful. Actually, the figures worked out at 260 miles for this six-cylinder class, representing a consumption of nearly 22 m.p.g. In the case of the large cars very big tanks are the general rule, the largest of all those examined being that of the 36-220 h.p. Mercedes, which holds no fewer than 35 gallons—probably representing a mileage of at least 360.

We found that for large British and Continental cars of this class tanks holding from 20 to 25 gallons are common, but for the American cars, somewhat smaller tanks are the rule, which is rather surprising, considering the long distances often covered by motorists in the U.S.A. The average figures for the whole class worked out at 19 gallons for tank capacity and 275 miles for distance, representing a calculated consumption of 14 1/2 m.p.g.

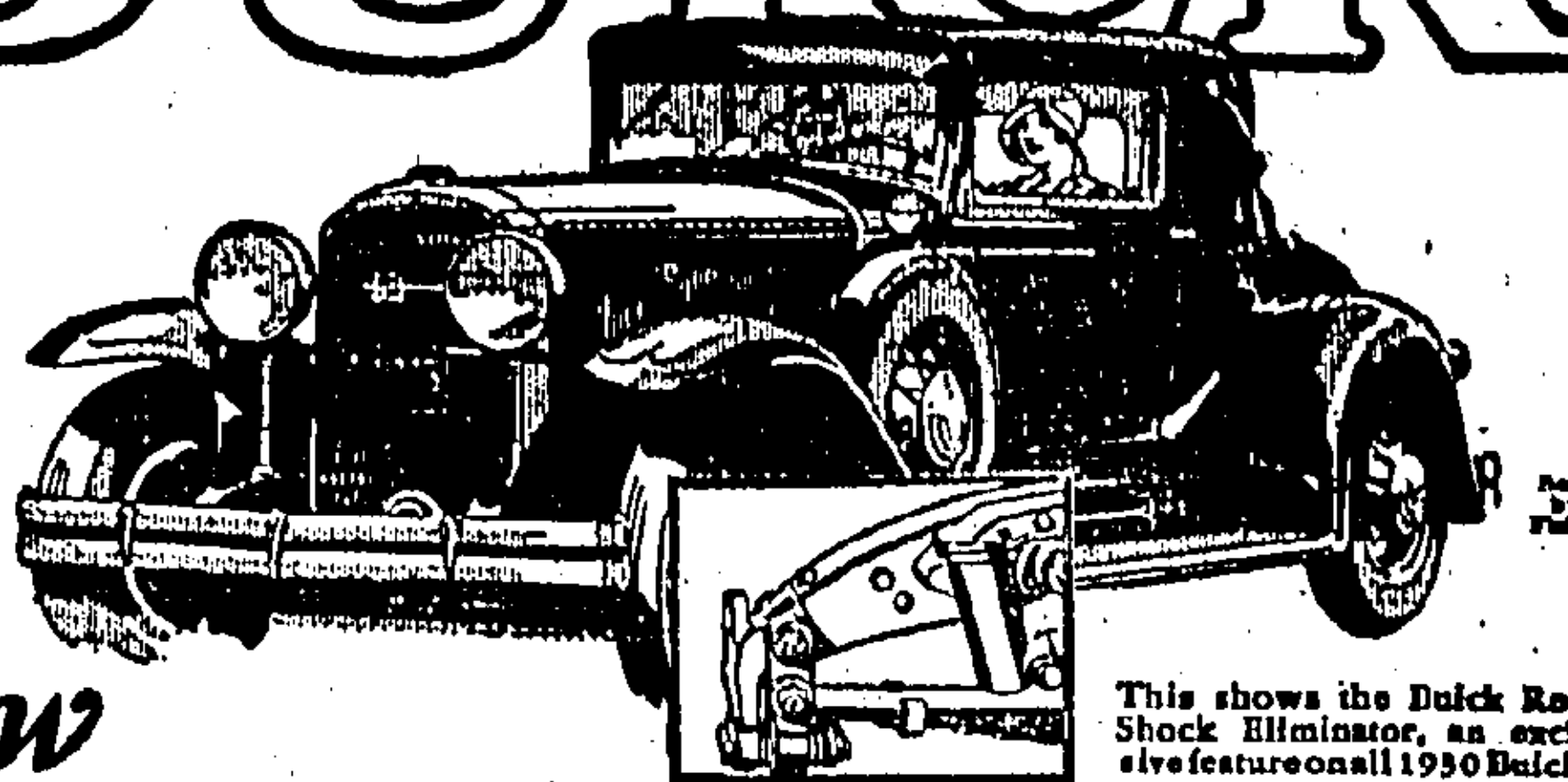
Of course, to a certain extent these figures are deceptive because it is quite common for the last two gallons of, say, a 12-gallon tank to

be trapped as a reserve supply, or even if there is no reserve a driver usually begins to think about replenishment when he has only a gallon or so of fuel remaining. Consequently, the mileage which would actually be covered between replenishments on any of the cars which we have analysed would be probably at least 10 per cent. lower than those stated.

Viewing the results as a whole, bearing this point in mind, it would seem that the class of car least well off from the point of view of tank capacity is the six-cylinder type

range from 12 h.p. to 20 h.p. in rating. A fair number of these cars have tanks holding only 10 gallons, so that, taking a figure of 8 gallons between replenishments and a consumption of 20 m.p.g., this represents a mileage of only 160. It is, of course, important to remember, that the weight of petrol is by no means inconsiderable, 10 gallons of fuel weighing about 75 lb. Furthermore, a large tank must be made considerably heavier than a small one because thick material and a number of partitions are necessary to give it adequate strength.

THE New BUICK



This shows the Buick Road Shock Eliminator, an exclusive feature on all 1930 Buicks.

New Road shock Eliminator .. and New Steering Gear

make Buick the easiest car in the world to drive!

The road shock eliminator—built into the front of the frame on the steering gear side—absorbs every jolt and jar arising from road inequalities, and thus prevents their transmission to the steering wheel and the driver's hands.

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Such are the fine results of two matchless new quality features in the 1930 Buick—two features which add to this car's appeal as the greatest dollar value of the day: a wonderful new frictionless steering gear, and the new Buick road shock eliminator. The new Buick steering gear, of the effective worm-and-roller type, moves with incomparable ease throughout its entire turning range, assuring instant, effortless response to the driver's every wish.

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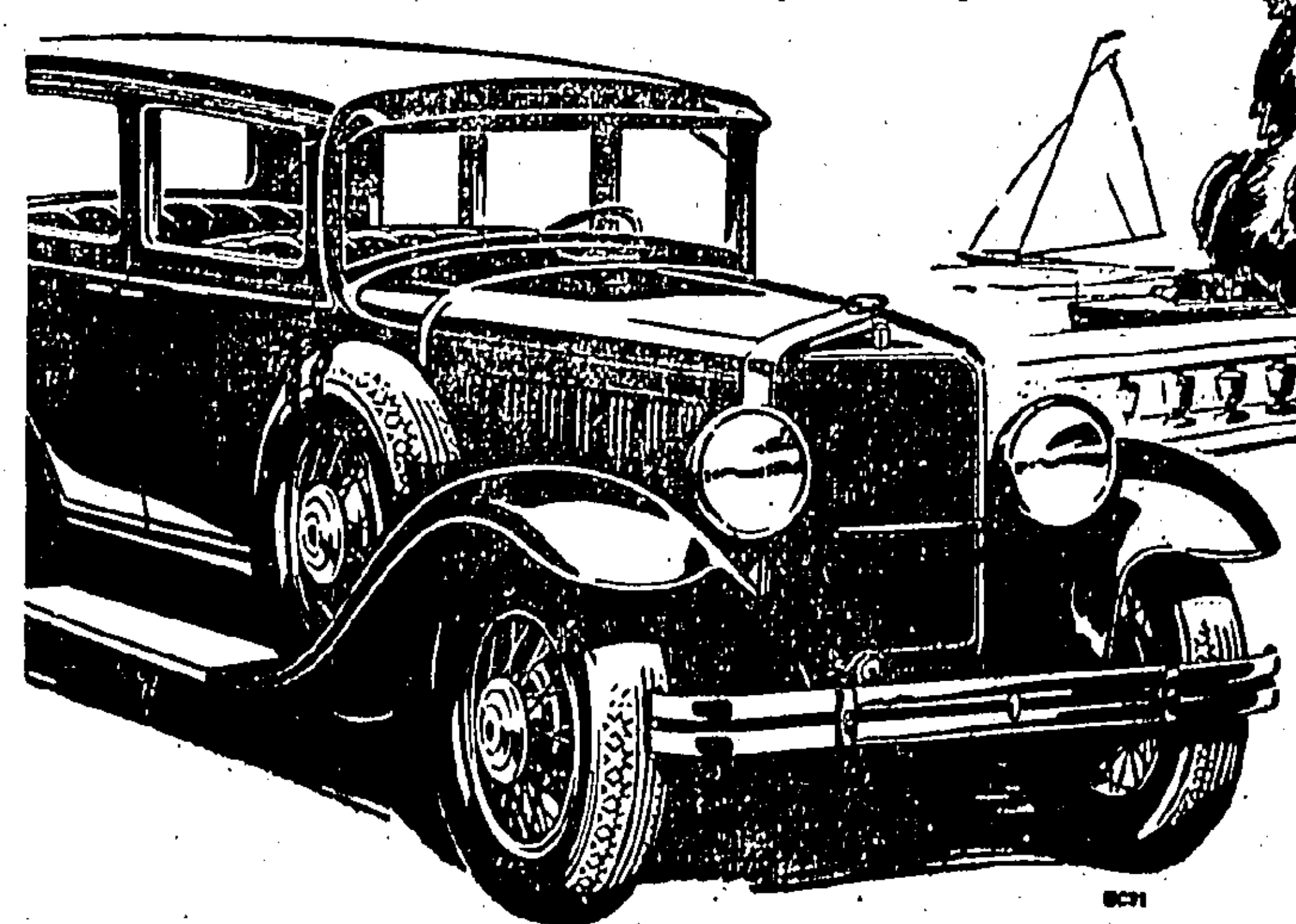
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STUDEBAKER has created coachwork of new beauty and new comfort for the Dynamic New Erskine. This modestly priced car, with 114-inch wheelbase, is truly dynamic in appearance and performance. Its 70-horsepower engine is cushioned in rubber. A new full power silencer, pioneered by Studebaker, increases effective horsepower. On every feature of this economical New Erskine are evidences of champion quality, characteristic of Studebaker for 78 years.



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Hongkong Sunday Herald.

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HONG KONG, SUNDAY, MAY 4, 1930.

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SPRING BANQUET.

Consular Corps Guests in Canton.

PFACE IN CHINA.

Kwangtung Ready For Any Sacrifices For Reconstruction.

Canton, Yesterday.
The Annual Spring Banquet was given last evening at the Provincial Government office when Chairman Chan Ming-shu, C.I.C. Chan Chai-tong (who was called away yesterday to Wuchow) and Mayor Lam Wan-hoi were the genial hosts to the Consular Body and ladies of Shameen, and others.

The entrance and verandah leading to the reception and banquet halls were most artistically decorated with flowers and evergreens, lighted by hundreds of electric globes, throwing a fitful glow upon an animated scene of international convivialities.

The guests were met, and conducted in by Mr. Wong Keung, Adviser to the Government, Mr. Sun Hsien, the Chief Secretary to the Government, Mr. Liang Chik-wei, Secretary to the Municipality and Staff Officer Wong Yan-wing of the General Headquarters.

The gathering sat to dinner in a spacious hall tastefully decorated for the occasion and were treated to a simple but typical Chinese menu. The band of the Military Headquarters discoursed music during the repast.

Toasts to the President of the Republic of China, and to the Executive Heads of the countries represented at the gathering were made. Chairman Chan toasted the guests, while U.S. Consul-General Douglas Jenkins briefly replied on behalf of his colleagues, voicing their appreciation of the hospitality as well as the good will and friendship of the hosts.

At the close of the dinner, the Chairman's speech was ably translated into English by Mr. Liang Chik-wei, Secretary in charge of the Municipal Foreign Department.

The Chairman's Speech.

On behalf of C.I.C. Chan, Mayor Lin and myself, I extend to you our hearty greetings.

As you know, it is customary for the Civil and Military authorities of this Province to invite our foreign friends to a so-called "Spring Banquet" during the delightful season, in which there are ample opportunities for the exchanging of new ideas and for the renewing of old acquaintances. Such an annual banquet indeed gives us a great deal of pleasure, and is also worthy of our memory.

The date of this year's "Spring Banquet" seems comparatively late; the main reason is that we have been waiting for a more favourable time for the auspicious occasion, so that Marshal Chan can attend this banquet, too. Unfortunately, military necessity hastens the Marshal's immediate departure for Kwangsi again, and it is regrettable that he can not be with us this evening. We are, however, greatly honoured by your presence and are certain that our mutual relations will be profited by such a happy gathering as this.

Kwangtung's Efforts.

During last year Kwangtung has had two internal crises. Although each time, it was being dealt with quickly and successfully, yet in consequence, the whole province suffered immensely. Considering the necessity of national progress, Kwangtung is willing to shoulder heavy responsibilities for the reconstruction of our country. We, on our part, never neglect our solemn duty, and are always putting forth our best efforts, both financially and morally to materialise the plans of reconstruction. But we regret to say, that in spite of our great endeavours, we can merely maintain the status quo, and re-establish peace and order in the province.

China's peace is not only desired by the Chinese themselves, but also by our friendly countries which have interests in China.

Failure of Revolt.

You may wonder what the outcome of the recent Northern situation will be. In view of past ex-

WEDDING.

Ceremony in Rosary Church.

BROWN-COLLACO.

A wedding of considerable interest to the many friends of the happy pair was solemnised at the Rosary Church, Kowloon, yesterday, the contracting parties being Mr. Henry Christian Brown, of the Harbour Department, Hong Kong, and Miss Irene Helen Collaco.

The Rev. G. M. Spada was the officiating priest, the bride being given away by her father, Mr. M. A. Collaco. The best men were Mr. Charlie Dodson and Mr. Fred J. Brown.

The bride was most becomingly attired in white georgette, with lace and orange blossoms, and carried a bouquet of white roses and maiden hair fern. She was attended by the Misses Anna Brown, Rozaria Fernandez and Joaquina Fernandez, the three bridesmaids all looking charming in dresses of mauve georgette. They carried bouquets of pink roses and maiden hair fern.

Misses Thelma Collaco and Regina Matton, who wore dresses of lavender georgette, were strikingly pretty flower girls, and Masters Sonny Brown and Peter Rull were the pages.

Mrs. Collaco, mother of the bride, wore a dress of black and white Celanese.

A reception was given after the ceremony, at the bridegroom's residence in Homantin, and later the happy pair left for Canton and Macao, the bride wearing a dress of peach coloured georgette, with hat to match.

periences, the Central Government never failed in any campaign against rebels. Therefore, we are highly confident that the present revolt will be suppressed within the shortest possible time. And when this trouble is over, it will most likely be the last act of the drama in the Civil Wars of China. Now, as to military activities in Kwangsi, we believe that the subjugation of the rebels will be a matter of time, for the fact is that they only have a remnant of soldiers, with no resisting power.

Brighter Prospects.

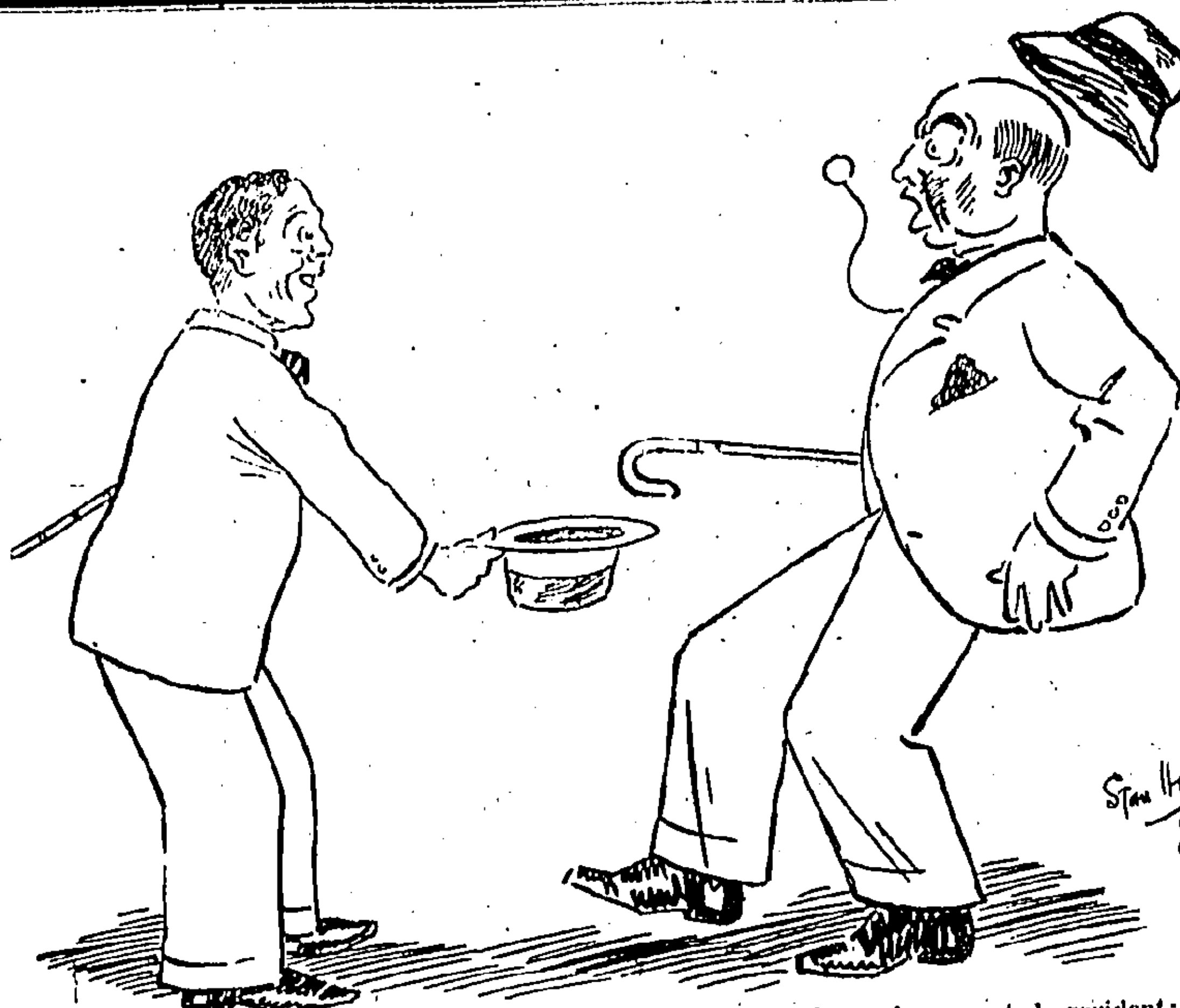
Civil war indeed bleeds a nation; it hinders her national progress and discounts her international credit. But, history shows, when the country is going through a period of readjustment, internal troubles and disturbances can hardly be avoided. At any rate, it takes time and patience to secure peace and order in any country after a revolution.

We are quite optimistic of the present situation in our country and are especially hopeful of brighter prospects this year. We also hope that hereafter we shall enjoy not only a more peaceful time but also better relations and closer friendship with our foreign countries.

In conclusion, Ladies and Gentlemen let me repeat, it is certainly a great pleasure to have the honour of your company at this banquet. Now, I wish to ask my colleagues and compatriots, to drink the health of our foreign friends present and to wish a goodwill and closer friendship between China and the countries represented here this evening.

Consul-General's Reply.

On behalf of the Consular Body and foreign guests the Consul-General Mr. Jenkins replied to the Chairman's welcome, thanking the hosts for their hospitality which they greatly appreciated. He was especially appreciative of Chairman Chan's reassuring remarks in regard to the local situation and conditions in the north, and was happy to know that an early end to the unrest was to be expected. He desired to assure Chairman Chan and the other hosts of their continued co-operation and friendship, saying that most of them had known each other for quite a long time, and that they would continue their best efforts as in the past to extend and improve friendly relations between China and their respective countries. In concluding he proposed a toast to the Government of Kwangtung and the hosts. — Canton News Agency.



Local Wag, wishing to be topical, addressing elderly and respected resident: "Good morning, Sir, How's your dial?"

"RED" AGGRESSION.

Moscow Stirs Up Trouble in Harbin.

STUDENT CAT'S-PAWS.

Creation of Racial Feelings Against the Japanese.

Harbin, April 23.

The sudden uprising of Chinese students in Harbin, resulting in the recent demolition of the interior of one of the local Chinese newspaper offices, has resulted in much speculation regarding the incentive for the student activity. Spokesmen of Soviet Russian interests here allege that the students have been stirred up by Japanese agents, the alleged reason being to create a situation justifying the despatch of Japanese troops to the Harbin area. Others, however, believe that the real inspiration rests with the Soviet Russians who have been propagating communism among both the Chinese and Korean students. Recently the Japanese consular police are reported to have arrested a number of Korean agitators in the Foochiaton, or Chinese area of Harbin and deported them to Korea for trial.

The Chinese authorities claim that Moscow recently has sent a considerable sum of money to Harbin for spreading Communist propaganda among students in North Manchuria.

Chinese Delegation to Moscow. It was announced that the Chinese Delegation definitely will depart from this city for Moscow on May 1. According to report a new member is to be added to the Delegation in the capacity of Technical Expert to the Delegation, the new member probably being Mr. Li Tse-jun, president of the Revision Committee of the Board of Directors of the Chinese Eastern Railway. During Mr. Li's absence his position on the railway will probably be filled by Mr. Kuo Fu-min who will serve as chairman of the Committee while Mr. Li Shao-jen will occupy the post of Tupun or Chairman of the Board during the absence of the President, Mr. Teh-hui. Recommendations to the foregoing effect have been sent to Mukden for the approval of the Government.

Japanese Protest.

Owing to the continued Soviet military manoeuvres and firing of heavy artillery adjacent to the Chinese boundary at Manchouli, the Japanese Consul, stationed at Manchouli, on April 19 crossed the boundary and went to Station Eighty-six on the Russian side and informally requested the Soviet military authorities to cease their military activities. The Japanese Consul's protest was made owing to the fact that since April 6 when a large Soviet shell fell in Manchouli and exploded, there have been several similar incidents, one on April 9 when several Russian artillery shells fell in the vicinity of the railway roundhouse.

In addition to the protest by

Things That Matter.

To-day's Diary

Second Sunday After Easter.
Sailors' and Soldiers' Home
Service Men's Bible Class, 8 p.m.; Social Evening, 8.30 p.m.

Tea Dance, Repulse Bay Hotel, 4.30 p.m.

Golf—Captain's Cup; Junior Championship, Final.

Queen's Theatre—"One Hysterical Night."

Star Theatre—"Hello Cheyenne!"

World Theatre—"Marked Emotions."

Majestic Theatre—"Convoy."

Tides—High, 3.41 a.m.; and 12.36 p.m.; Low, 5.24 a.m.; and 3.18 p.m.

The Weather.
The weather report from the Royal Observatory for to-day states:—

An anti-cyclone is central over South Japan.

The Northern depression continues to move Eastward and is now central to the North of Japan.

A depression appears to be forming over Tonking.

Forecast:—S.E. wind moderate, cloudy; some local showers.

The Dollar.
Yesterday's closing rate for the dollar on demand was 1/6.1/16.

The Japanese Consul, the Chinese Tsoy-in, stationed at Hailar also lodged a formal protest with the Soviet Consul, Mr. Smirnov at Manchouli, asking him to request the Red Army to cease firing shells into Chinese territory. While no further shells have fallen in Manchouli in the last few days, the Soviet forces have continued their manoeuvres adjacent to the boundary and the sound of heavy artillery firing continues to be heard on the Chinese side of the line. The number of shells which have fallen within the limits of Manchouli since April 6 are ten, but since they fell after nightfall when the streets were deserted there were no injuries to residents. The effect of the Soviet military activity has been disastrous on business due to the fear of Soviet raids.

The reason for the Soviet action still remains a mystery, but by residents of Manchouli it is thought the Soviet purpose is to prevent the restoration of Chinese "capitalistic" enterprise in the border towns, owing to its possibly detrimental effect upon Soviet state "socialistic" enterprises on the Russian side of the boundary. The recent enforcement of the Soviet land socialisation laws in Siberia has caused thousands of Russian peasants to emigrate to Manchuria while the general decadence of private trading in Russia has caused residents of the border districts to cross the line in order to purchase their necessities in the Chinese towns. — Canton News Agency.

NORTHERN WAR

Hostilities on Large Scale Expected.

CRITICAL STAGE.

Rebels Retire After Severe Engagement at Pengpu.

Peking, Friday.

The report about the meeting of Yen Hsi-shan and Feng Yushiang at Shihchiachung is now confirmed. They had a conference shortly after their arrival on May 1.

According to military circles, Yen and Feng have given definite instructions to their generals at the front to complete all war preparations before May 12, and hostilities on a large scale will probably commence on or about May 15.

A portion of the rebels under Sun Tien-ying launched an attack on Chuangchung with the object of capturing Pengpu. National reinforcements despatched from Pengpu, attacked the rebels 15 miles west of Mengcheng on April 30. After a severe engagement the rebels retreated. Conditions in Chuangchung and vicinity have returned to normal again.

Another contingent under Sun Tien-ying contemplated the assault of Suhsien, near the north border of Anhwei. General Chen Ching, whose division was despatched to Suhsien on May 1, has personally proceeded to the front to direct the operations against these rebels.

After having mused his rebel forces at Lanfeng on the Lung-Hai line, Wan Tsun-tsai issued the order of general advance on April 30. His vanguards are reported to have arrived at Lingning and are pushing forward towards Kweichow on the Lung-Hai line.

Capture of Taian.

Shih Yu-shan is aiming at the capture of Taian in Shantung, where he intends to organise a Provincial Government. Shih's troops are understood to have rapidly moved towards the western sector of Shantung, arriving at a place 50 li from Tsining, which is garrisoned by the National troops under General Han Fu-chu. A clash between the forces of these two former colleagues is expected at any moment.

Doubtful Troops.

It is reported that 20,000 doubtful troops of the rebel forces have been assembling at Kweichow during the last two days, among whom 3,000 are said to have pushed towards the east of Lung-Hai Railway, with the intention to join the National forces in Shantung.

The situation along the Ping-Han line is becoming more critical every day, due to the extensive troop movements on both sides. Passenger and freight trains have been suspended; only special trains for troop transport are maintained. More National troops are being sent in three

HIGHWAY ROBBERY.

Armed Men Accost Couple in King's Park.

PERSUADED WITH DAGGER.

A Chinese man and a woman were the victims of a highway robbery in Kowloon last night. They were walking in King's Park at about 8.30 p.m. when they were accosted by four men, one of whom was armed with a dagger. They threatened the couple who, of course, did not dare and submitted to search.

The robbers took from the man, a seaman named Lok Sang, \$153 in cash and his felt hat, whilst the woman, Kwan Shik-ling, was relieved of a wristlet watch and some silver money. The robbers escaped down hill in the direction of Yaumati.

The couple immediately made their way to the Police Station, where they reported the affair and gave descriptions of the four robbers, who are believed to be Puntis, because the leader, the man with the dagger, spoke to their victims in Cantonese. The other three did not utter a single word throughout the hold-up. Detectives were immediately sent out on the tracks of the desperadoes.

ATTACKED BY SNAKE.

Local Cyclists' Adventure with Python.

LARGE SPECIMEN.

Eventually Run Over By A Motor Car.

The story of an exciting encounter with a large snake, believed to be a python, on the Island on Friday afternoon, was related to the *Sunday Herald*.

The reptile was first seen by Messrs. Omerod and Spooner who were going out to Shek-O on a motor cycle, at about 2.45 p.m. Mr. Omerod was driving and Mr. Spooner was riding pillion. Suddenly Mr. Omerod noticed an obstruction across the road. It looked to him like a fallen sapling, so he avoided it by swerving to the extreme side of the road.

As the cycle passed the obstruction, Mr. Spooner called out to his companion that the thing was a snake. Evidently infuriated by the roar of the cycle engine as it passed by, the reptile, which had previously lain motionless, suddenly reared its head, together with about a quarter of its length, and, swaying angrily, struck out just as the cycle passed. It just missed hitting Mr. Spooner on the shoulder, and it was at this moment that he called out to Mr. Omerod.

Stones As Missiles.

The cycle was stopped some yards beyond where the snake had been seen, and Mr. Spooner ran back along the road to try to despatch it. The snake was still there, but Mr. Spooner could not find anything heavy enough on the road with which to tackle the reptile, so he had to content himself with throwing a few bricks and stones at it, from a safe distance. This further exasperated the snake, which swayed more furiously.

Just then a motor car approached and Mr. Spooner signalled it to stop, which it did, a few yards beyond the snake which continued to block the road.

The Chinese driver of the motor car immediately realised that the obstruction was a snake, and almost as soon as he had brought his car to a stand still, he again accelerated and the car passed over the snake's body.

After the car had passed over it, the reptile wriggled a little and then lay motionless. Thinking that the car had killed the snake, Mr. Spooner decided to approach it to make an examination. He had not moved many paces, however, when the snake suddenly switched round and began to chase him at a fast pace.

Mr. Spooner ran back to the motor cycle and as he jumped on the pillion, he looked back and saw the snake slip into the undergrowth.

The driver of the car, who had pulled up beside Mr. Omerod's cycle, had just secured a spanner from his tool box to go and tackle the snake, when, on turning round, he also saw the reptile slip away.

Reptile Described.

From his observation of the reptile, Mr. Spooner calculated that its head, which was pale white in colour, was about the size of the palm of a man's hand, and its girth was about that of a man's forearm. Its length is calculated to be about 12 feet, considering that as the car passed over it, the off wheel just below the reared head, Mr. Spooner observed that there was still about another four feet of the body protruding on the other side.

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